NWCRA

Amendment to the Northwest CRA Plan

for the

Pompano Beach Community Redevelopment Agency

Adoption Date:
November 9, 2010

CRA
POMPANO BEACH

CITY OF POMPANO BEACH
FLORIDA

Table of Contents i

Acknowledgments iv

I. Section One - Executive Summary

A. Introduction 1.1
B. Background 1.2
C. The Future 1.3
D. Organization of this Plan 1.4

II. Section Two - Background

A. Introduction 2.1
B. Authority to Undertake Community Redevelopment 2.3
C. Creation of the Community Redevelopment Agency 2.4
D. Amendment to the Community Redevelopment Plan 2.4
E. Powers of the Community Redevelopment Agency 2.5
F. The Community Redevelopment Area 2.6
G. The Community Redevelopment Plan 2.6
H. History of Pompano Beach 2.9

III. Section Three - Existing Conditions

A. General Description of the Community Redevelopment Area 3.1
1. Existing Land Use 3.1
2. Population and Housing Characteristics 3.4
3. Existing Traffic Circulation 3.9
4. General Physical Conditions 3.12
5. Geographic Sub-Areas 3.12
6. Regulatory Framework 3.18

IV. Section Four - Analysis

A. Problems, Needs and Opportunities within Geographic Sub-Areas 4.1
1. Sub-Area 1: Collier City 4.1
2. Sub-Area 2: Hunters Manor 4.2
3. Sub-Area 3: NW Industrial 4.3
4. Sub-Area 4: Canal Pointe / Kendall Green 4.4
5. Sub-Area 5: MLK / Blanche Ely Neighborhood 4.5
6. Sub-Area 6: Old Downtown / City Hall 4.6
7. Sub-Area 7: Avondale Neighborhood 4.8

B. Functional Needs of the Community Redevelopment Area 4.8
1. Removal of Slum and Blight 4.9
2. Land Use Patterns 4.9
3. Economic Development 4.9
4. Housing 4.9
5. Infrastructure 4.10

6. Recreational Facilities 4.11
7. Education 4.11

C. Market Conditions and Development Potential 4.12
1. Retail Market 4.12
2. Office Market 4.14
3. Industrial Market 4.14
4. Hotel and Tourism Market 4.15
5. Housing Market 4.15

D. Neighborhood Impacts of Redevelopment Efforts 4.16
1. Relocation of Displaced Residents and Businesses 4.16
2. Traffic 4.17
3. Environmental Quality 4.17
4. Demand for Community Facilities and Services 4.17

E. Consistency with the Town's Comprehensive Plan 4.18

Addendum NW Redevelopment Plan Amendment – July 12, 2010
Hurricane Preparedness: 4.19

V. Section Five - The Redevelopment Program

A. Community Redevelopment Agency Projects and Programs 5.1
1. Group 1: Planning 5.1
#1.1 "Community Redevelopment Area Planning" 5.1
2. Group 2: Redevelopment 5.3
#2.1 "MLK Boulevard Improvement Program" 5.3
#2.2 "Downtown Redevelopment - Old Pompano Beach" 5.4
#2.3 "Main Street Pompano Beach" 5.6
#2.4 "Mixed-Use Commercial and Residential Infill Program" 5.7
#2.5 "Commercial Corridors Improvement Program" 5.8
#2.6 "Neighborhood Improvement Program" 5.9
#2.7 "Workforce Housing and Market Rate Housing" 5.10
#2.8 "Historic Preservation Program" 5.12
#2.9 "Industrial Area Improvement Program" 5.13
#2.10 "Cultural and Educational District" 5.15
3. Group 3: Community Improvement Programs 5.16
#3.1 "Small Business Lending and Job Placement Program" 5.16
#3.2 "Site and Building Development Assistance Program" 5.18
#3.3 "Marketing and Events Program" 5.20
#3.4 "Downtown Transit System" 5.20
#3.5 "Retail Business Development Program" 5.22
#3.6 "Grant Administration Program" 5.23
#3.7 "Public Space and Public Property Improvement Program" 5.24
#3.8 "Public Buildings Program" 5.24
#3.9 "Community Policing Program" 5.25
#3.10" Retail, Commercial and Industrial Incentive Program 5.26

B. Programs of Regulatory Action 5.27
C. Sources of Redevelopment Funding and Financing 5.28

1. Tax Increment Revenues 5.28
2. Redevelopment Revenue Bonds 5.28
3. General Obligation Bonds 5.28
4. Special Assessment Districts 5.29
5. Community Development Block Grants (CDBG) 5.29
6. Historic Preservation Grants 5.29
7. Florida Recreation Development Assistance Program (FRDAP) 5.29
8. Florida Inland Navigation Districts (FIND) Grants 5.29
9. Florida Boating Improvement Program (FBIP) 5.30
10. Land and Water Conservation Fund Grant Program 5.30
11. Congestion Mitigation Air Quality (CMAQ) Grants 5.30
12. 319 Non-Source Point Pollution Grant 5.30
13. DOT Transportation Enhancement Grant 5.30
14. Keep America Beautiful Grant (KAB) 5.30
15. Industrial Revenue Bonds (IRB) 5.31
16. Land Sales / Leases 5.31
17. Contributions and Grants 5.31
18. Safe Neighborhoods Act – Chapter 163.502 FS 5.31
19. Department of Transportation Transit Grants 5.31
20. Economic Development Administration (EDA) of the U.S. Department of Commerce Grants 5.31
21. Florida Community Trust (FTC) Fund Grant 5.32
22. Environmental Protection Agency (EPA) 5.32
23. Florida Main Street Program 5.32
24. Direct Borrowing from Commercial Lenders 5.32

VI. Section Six - Financial Projections

Implementation Plan 6.1
5 Year Revenue & Expense Projections 6.2

VII Section Seven – Appendices

Appendix “A”
“Northwest CRA Boundary Description” 7.1

Appendix “B”
“Resolution No. 81-139, Slum and blighted Areas” 7.2

Appendix “C”
“Jobs Creation Tax Credit Certification” 7.3

Appendix “D”
“Ordinance No. 90-9, Adoption of Community Redevelopment Plan” 7.4

Appendix "E"
"Northwest District Financing and Implementation Plan Update" 7.5

List of Figures and Maps

Figure 1.1 – NWCRA Boundaries 1.2
Figure 2.1 – Map of Broward County 2.1
Figure 2.2 – Pompano Beach NWCRA Boundary 2.2
Figure 2.3 – Pompano Beach City Limits and NWCRA boundary 2.3
Figure 3.1 – The Pompano Beach NWCRA Existing Land Uses 3.1
Figure 3.2 – Industrial areas in NWCRA 3.2
Figure 3.3 – Collier City residential area 3.2
Figure 3.4 – Church along NW 27th Ave. 3.2
Figure 3.5 – Old Downtown Pompano Beach 3.2
Figure 3.6 – Vacant lands within the NWCRA area 3.3
Figure 3.7 – Census tracts in the NWCRA area 3.5
Figure 3.8 – Major street network and traffic analysis in NWCRA 3.9
Figure 3.9 – NWCRA Sub-Areas 3.14
Figure 3.10 – Zoning in the NWCRA Area 3.17
Figures 4.1 - 4.2 – Collier City Sub-Area 4.1
Figures 4.3 – 4.4 – Hunters Manor Sub-Area 4.2
Figures 4.5 - 4.6 – NW Industrial Sub-Area 4.4
Figures 4.7 - 4.8 – Views of Canal Pointe/Kendall Green Sub-Area 4.5
Figures 4.9 - 4.10 – Views of the MLK/Blanche Ely Neighborhood 4.6
Figures 4.11 - 4.12 – Old Town/City Hall Sub-Area 4.7
Figures 4.13 - 4.14 – Views of Avondale Neighborhood Sub-Area 4.8
Figures 4.15 - 4.16 – Varying housing conditions in the NWCRA 4.10
Figures 4.17 - 4.18 – General street conditions 4.11
Figures 4.19 - 4.20 – There are a number of parks throughout the NWCRA 4.11
Figure 4.21 – Old Downtown retail 4.12
Figure 4.22 – Auto oriented strip retail 4.12
Figures 4.23 - 4.24 – Recent industrial development 4.14

List of Tables

Table 3.1 – 2006-2008 Population and Race
in the City of Pompano Beach 3.4
Table 3.2 – 2000 Population and Race by Census Tract –
Pompano Beach NWCRA 3.6
Table 3.3 – 2000 Total Households – Pompano Beach NWCRA 3.6
Table 3.4 – 2000 Age Distribution by Census Tract –
Pompano Beach NWCRA 3.7
Table 3.5 – 2000 Household Income Distribution below $15,000 -
Pompano Beach NWCRA 3.7
Table 3.6 – 2000 Household Income Distribution by Census Tract –
Pompano Beach NWCRA 3.8

Table 3.7 – Citywide Taxable Value by Land Use 3.8
Table 3.8 – Northwest CRA Taxable Value by Land Use 3.9
Table 3.9 – General Land Use in the NWCRA Sub-Areas 3.13
Table 3.10 – Pompano Beach Zoning Regulations – NWCRA Area Zoning Districts 3.19

I. SECTION ONE – EXECUTIVE SUMMARY

A. Introduction

This amendment to the Community Redevelopment Plan (the Plan) for the Northwest Community Redevelopment Area (NWCRA) of Pompano Beach serves to revise the Plan for the District to reflect current priorities and market conditions.

The City Commission of Pompano Beach on March 17, 1981 determined the existence of slum or blighted conditions and designated a certain area appropriate for community redevelopment by Resolution #81-139. An additional declaration of slum and blight was made by the City Commission on December 13, 1988 by Resolution #89-45. The second finding expanded the original redevelopment area to include areas annexed to the City subsequent to the original resolution.

A Community Redevelopment Agency (CRA) was created by the City on December 20, 1988 by Ordinance #89-27 and, the Commission approved preparing a Community Redevelopment Plan that would meet the requirement of the appropriate State Statutes and address the conditions of slum or blight existent to the redevelopment area. A Plan was prepared in 1989 and approved on October 31, 1989 by Ordinance #90-9.

Much has changed since the 1989 Plan. Previous priorities and projects are underway or have been completed. Existing programs have been reviewed for continuing relevance and new programs have been added to the task of addressing the conditions of slum or blight. This amended Plan will serve to consolidate and document the cumulative changes in programs and priorities for the NWCRA.

The current boundaries of the NWCRA are shown in Figure 1.1. The total area included is 3,084 acres, representing about 22% of the land area of the city. Various economic indicators in the area, such as median household income or median property value, are lower than the county or the statewide medians.

While the demographic and economic indicators remain a challenge, the NWCRA Redevelopment Area has been able to make substantial progress in the past decade. Many housing projects have transformed the neighborhoods and a great deal of land has been acquired that will be aggregated and used for new development. Incompatible land uses have been assembled and redeveloped, particularly in the industrial area. Street and infrastructure improvements have been made, and further improvements are scheduled to be completed in the next several years. This Plan will seek to establish a secure base for future growth. The NWCRA is an important partner in the stabilization of neighborhoods and in attracting new commercial and industrial development.

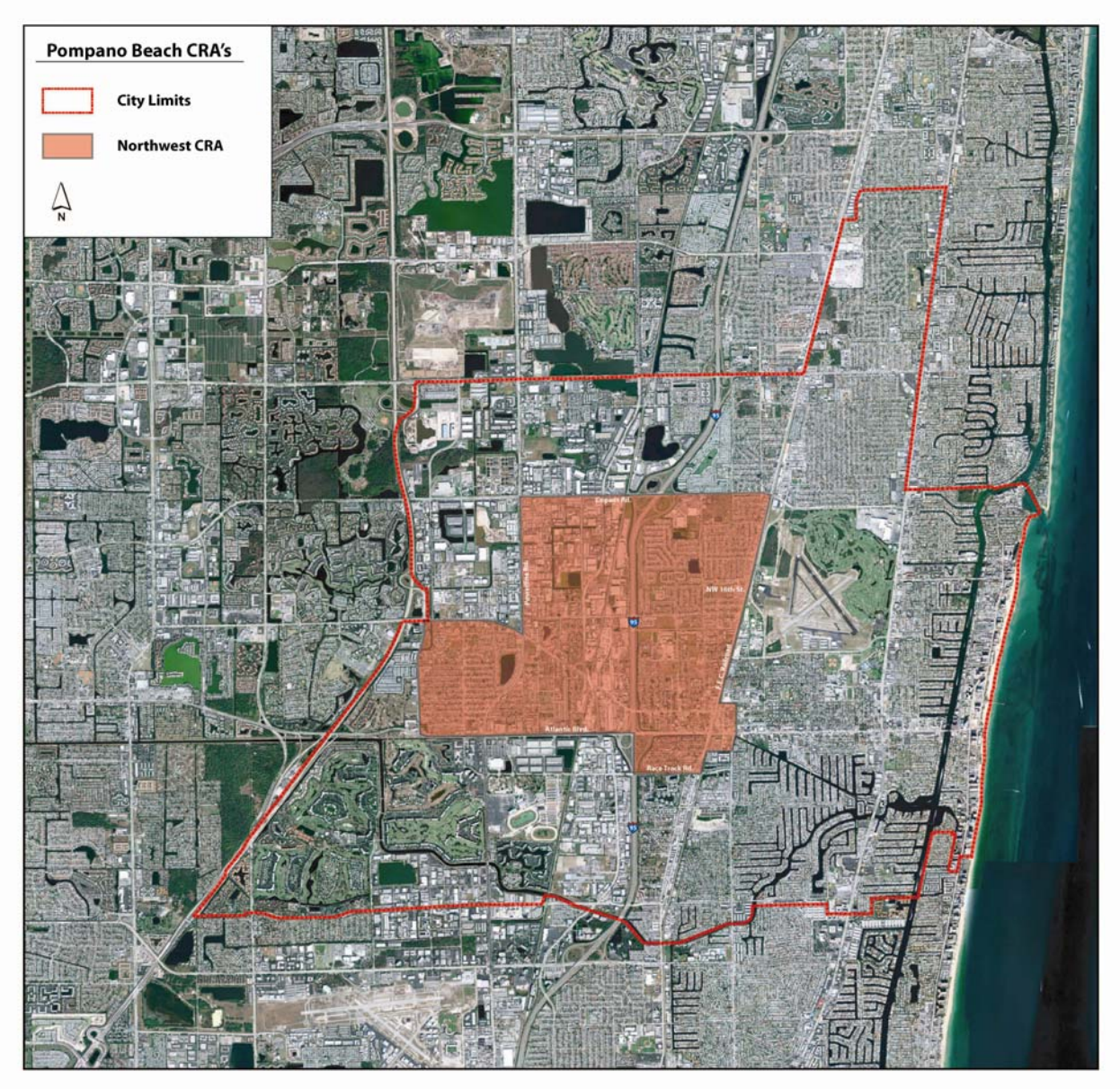

Figure 1.1 - NWCRA Boundaries

B. Background

The NWCRA is a mature District. Originally formed in 1989, it is now 20 years old. Its initial focus was the improvement of neighborhoods. The strong real estate market of the early 2000s contributed to substantial tax increment growth, so that the NWCRA was able to fund a wide variety of programs including land acquisition. Currently the Agency is commencing the disposal of vacant property that it acquired over the last twenty years and is attracting private development.

Much remains to be done, however. While the accomplishments of the NWCRA are notable, it remains disadvantaged in comparison to the rest of the county. New investment still tends to

look elsewhere, particularly to the more recently developed and suburban areas of the county, which have experienced very strong growth in the past 20 years. Now that Broward County has become substantially built out, however, these kinds of greenfield development opportunities are very limited, and development interest will have to look more carefully at older, previously developed areas. The NWCRA has some significant redevelopment opportunities, and needs to position itself to take advantage of this emerging trend. There are still many infill opportunities for housing in the neighborhoods, and along MLK Boulevard and other commercial corridors for new commercial retail and office development. There are several large, assembled parcels in prime locations that have substantial redevelopment potential.

It should be noted that while the current real estate development environment is depressed, this Plan seeks to look into the future to the resumption of a more normal state of development activity. Indeed, the current environment presents an excellent opportunity for further assembly of property at advantageous values.

C. The Future

The immediate objective for the next several years is to attract new commercial businesses and developments, to attract and retain the existing industrial base, and to continue to improve the neighborhoods. A portion of tax increment revenues has to be dedicated to debt service. Although a further reduction in property values may be expected in the next two years (2010 and 2011) before the market stabilizes, economists predict that the values will rise again beyond that point.

Nevertheless, The NWCRA has available substantial resources to continue to pursue its primary redevelopment objectives. The key priorities for the next five years include streetscape improvements and commercial redevelopment along the MLK Boulevard corridor, the continuation of streetscape improvements along Blanche Ely Avenue, facilitating the redevelopment of infill housing in the Hunter's Manor area, and other areas. Ongoing programs, which are funded at a consistent level year after year, include a small business loan program, a façade improvement program, business attraction and development, and marketing and support for special events.

Funding projections for the next five years are included in Section VI of this Plan. Assuming that real estate values bottom out in 2010 and 2011 and then begin rising modestly thereafter, tax increment revenues will not return to FY 2009 levels until 2014 or later. It should be noted that these projections are conservative, which is to say that they assume no increase in millage rates and a modest increase in taxable value due to new development.

Within about four or five years, the NWCRA should be in even better financial shape. During the next ten years, the debt from a previous bond issue will be retired. Even with this debt service obligation, the Agency will have additional revenue to fund other investment and assist in redevelopment as described in Section VI. Priorities for the future include the development of MLK Boulevard as a viable, "new downtown" commercial corridor and to continue the development of new housing.

One additional purpose of this Plan is to extend the life of the NWCRA an additional 30 years. State Statues allow for the extension.

D. Organization of the Plan

This Redevelopment Plan is organized into several sections, briefly described as follows:

- Section I is this section, providing an executive summary of the Plan.
- Section II provides background information and a summary of certain statutory requirements of the Community Redevelopment Act, as provided for in Florida Statutes, Section 163, Part III.
- Section III provides a summary of the existing conditions in the NWCRA. It provides a physical assessment as well as economic and demographic information.
- Section IV provides an analysis of the needs and opportunities in the NWCRA.
- Section V itemizes and documents all of the NWCRA programs and initiatives. It is this section that gives the agency the legislative authority to carry out programs.
- Section VI contains the financial analysis and projections.
- Appendices provide supporting data and documentation, including a boundary description and copies of relevant resolutions and ordinances pertaining to the formation of the NWCRA.

II. SECTION TWO – BACKGROUND

A. Introduction

The City of Pompano Beach is located in Broward County, Florida; more specifically in the northeastern part of the county along the shore of the Atlantic Ocean. The population of the City within the incorporated area is estimated at 102,745 in 2007. The City covers approximately 22.15 square miles, or about 14,176 acres. The Northwest CRA, as the name implies, covers about 3,084 acres in the northwest portion of the City, or about 22% of the city's area. The establishment of the Pompano Beach Redevelopment Agency in 1989 was intended to help address the slum and blighted conditions of the northwest area of the City.

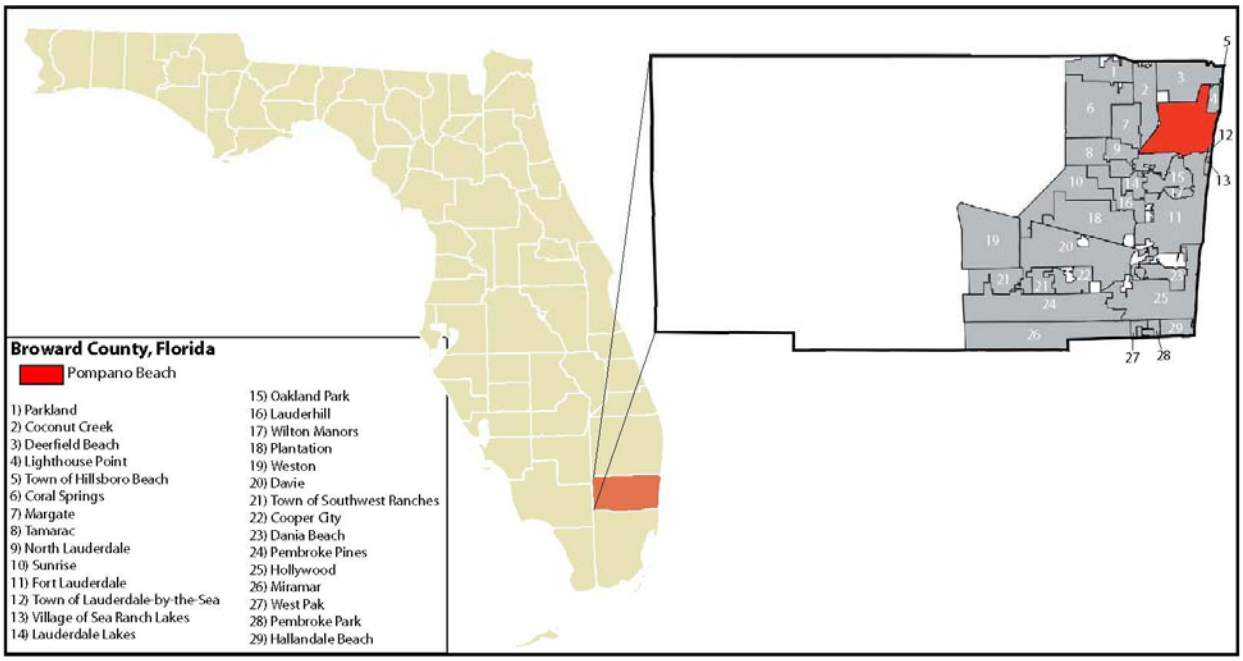

Figure 2.1 – Map of Broward County

The purpose of the NWCRA is to revitalize both the physical and economic environment of the area. The NWCRA Area is dominated by low and medium income residential neighborhoods and a very large industrial area.

The City began to focus on its blighted area in the 1980s and viewed revitalization and rehabilitation of its industrial area and its blighted neighborhoods as an important strategy to deal with the declining economic conditions. The areas of decline and deterioration have been incorporated within the geographic boundaries of the Northwest Community Redevelopment Area (NWCRA.) The redevelopment area is depicted graphically in Figure 2.2. Appendix A provides a legal description of the boundaries of the NWCRA Area. The area, which contains a significant amount of vacant, under-developed, or deteriorating residential and commercial property, is viewed as an important growth area for the city.

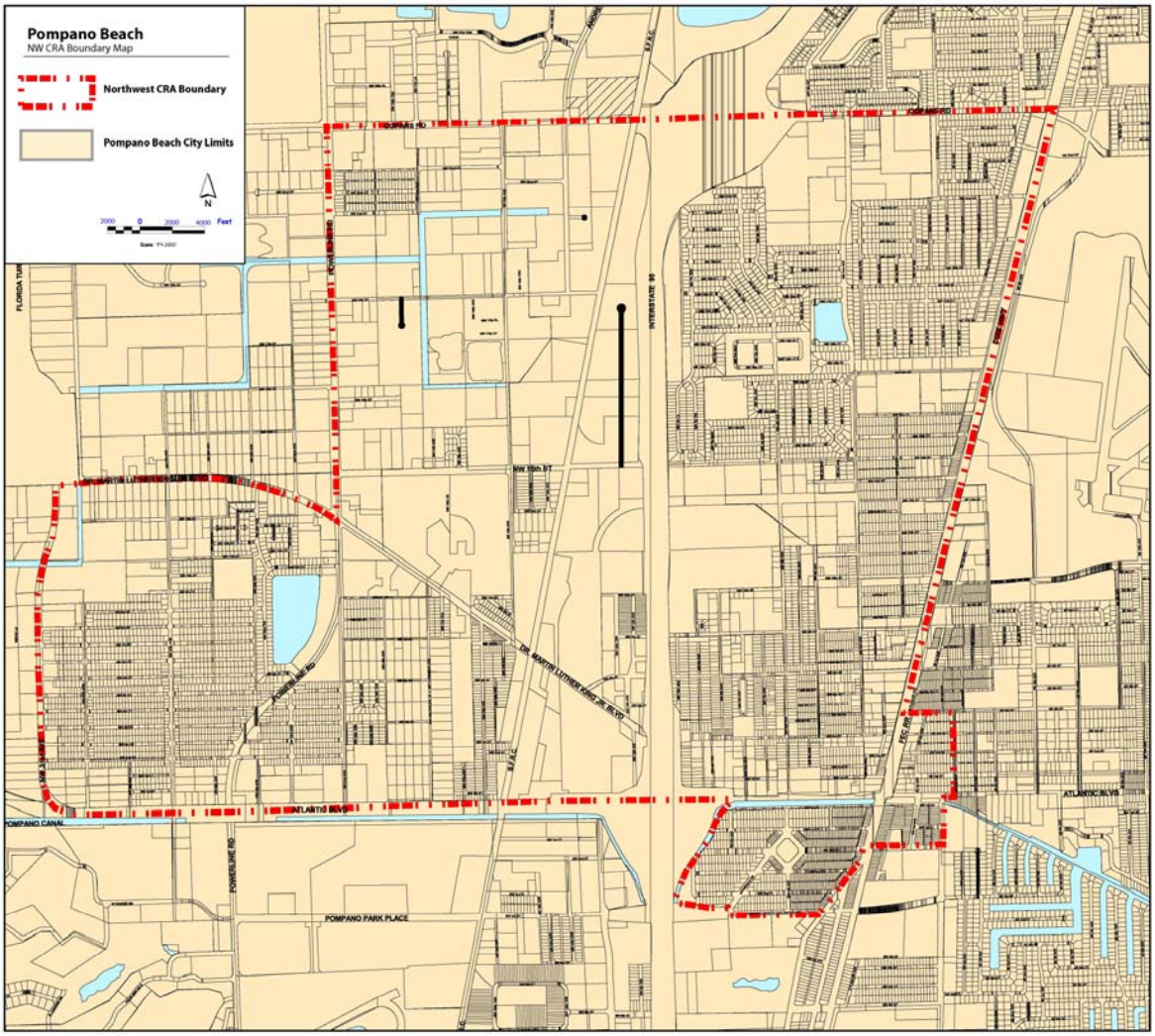

Figure 2.2 – Pompano Beach NWCRA Boundary

The Pompano Beach Redevelopment Agency was established in 1989 to guide the City in its redevelopment efforts. In this Plan document, the agency may be referred to as the NWCRA or the CRA. The purpose of the agency is to revitalize both the physical and economic environment of the redevelopment area. Over the years, the CRA has adopted various plans, including the original one in 1989, followed by a Strategic Plan in 2003.

The 1989 document, "The City of Pompano Beach Community Redevelopment Plan," provides the framework for programming redevelopment activities within the CRA. Since it is not practical for the CRA to fund and implement all redevelopment projects within the community redevelopment area, the Plan sets forth a series of implementation steps and specific projects intended to leverage or stimulate the type of public interest and private investment necessary to achieve the revitalization. The City Commission, by Ordinance No. 90-9, formally adopted the current version of the Plan on October 31, 1989.

This amendment, when duly adopted by the City Commission, will serve as the Community Redevelopment Plan for the NWCRA Redevelopment Area.

B. Authority to Undertake Community Redevelopment

This document has been prepared under the direction of the Pompano Beach Community Redevelopment Agency in accordance with the Community Redevelopment Act of 1969, F. S. 163, Part III. In recognition of the need to prevent and eliminate slum and blighted conditions within the community, the Act confers upon counties and municipalities the authority and powers to carry out "Community Redevelopment." For the purposes of this Community Redevelopment Plan, the following definition, taken from the Florida State Statutes, Section 163.340, shall apply:

> *' "Community redevelopment" or "redevelopment" means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.'*

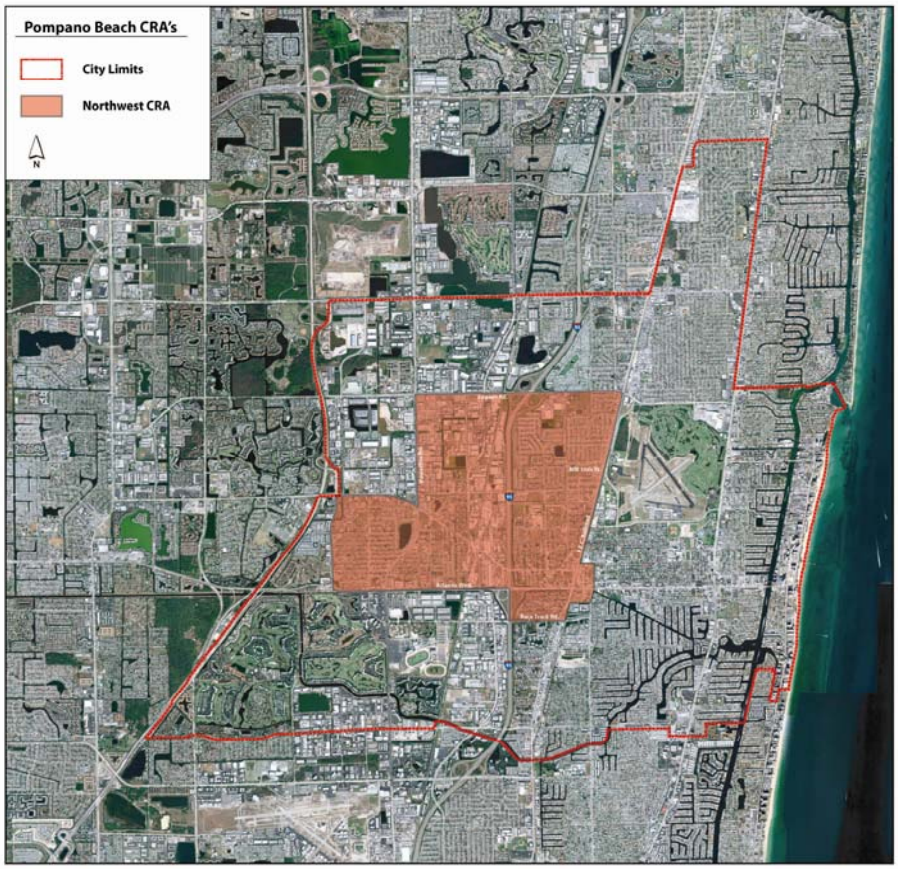

Figure 2.3 – Pompano Beach City limits and NWCRA boundary

The ability of a County or municipality to utilize the authority granted under the Act is predicated upon the adoption of a "Finding of Necessity" by the governing body. This finding must demonstrate that:

(1) One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the county or municipality; and,

(2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the county or municipality.'[2]

The City Commission of Pompano Beach, on March 17, 1981, determined the existence of slum or blighted conditions and designated a certain area appropriate for community redevelopment by Resolution #81-139. An additional declaration of slum and blight was made by the City Commission on December 13, 1988 by Resolution #89-45. The second finding expanded the original redevelopment area to include areas annexed to the City subsequent to the original resolution.

C. Creation of the Community Redevelopment Agency

Upon the adoption of a "Finding of Necessity" by the governing body and upon further finding that there is a need for a Community Redevelopment Agency to function in the County or municipality to carry out community redevelopment purposes, any County or municipality may create a public body corporate and politic to be known as a "Community Redevelopment Agency." The Agency shall be constituted as a public instrumentality, and the exercise by the Agency of the powers conferred by Florida Statutes Chapter 163, Part III, shall be deemed and held to be the performance of an essential public function. (Section 163.356(1))

The Pompano Beach Community Redevelopment Agency (CRA) was created by the City on December 20, 1988 by Ordinance #89-27 and the Commission approved preparing a Community Redevelopment Plan that would meet the requirement of the appropriate State Statutes and address the conditions of slum or blight existent to the redevelopment area. A Plan was prepared in 1989 and approved on October 31, 1989 by Ordinance #90-9.

D. Amendment to the Community Redevelopment Plan

This amendment to the Plan is allowed in FS 163, and was adopted by the Commission on _____, 2010, by Ordinance_____. The effect of the amendment provides an additional 30 years to life of the CRA as provided by State Statutes.

E. Powers of the Community Redevelopment Agency

As authorized by the Community Redevelopment Act, a wide variety of powers are available to the City of Pompano Beach to carry out redevelopment activities. These powers were delegated to the City by Broward County pursuant to Resolution No. 80-534 and 2001-758. By the adoption of Ordinance No. 89-27, the City Commission of Pompano Beach declared itself to be the Community Redevelopment Agency and may exercise the following powers conferred upon it by the Community Redevelopment Act, Section 163.370:

a. To make and execute contracts and other instruments.
b. To disseminate slum clearance and community redevelopment information.
c. To undertake and carry out community redevelopment projects and activities including acquisition of a slum or blighted area, the demolition and removal of buildings, installation of streets, utilities, parks, playgrounds and other improvements, disposition of acquired property at its fair market value, carrying out plans for a program of repair and rehabilitation in accordance with the Community Redevelopment Plan, acquisition of real property in the Community Redevelopment Project area (under the Community Redevelopment Plan) is to be repaired or rehabilitated for dwelling use, acquisition of real property when necessary to eliminate unsafe conditions or eliminate obsolete uses detrimental to the public welfare, and the acquisition of air rights in an area consisting principally of land in highways, railway tracks, bridge entrances or other similar facilities which have a blighted influence on the surrounding area.
d. Construction of foundations and platforms necessary for the provisions of air rights in an area consisting principally of land in highways, railway, bridge or tunnel entrances or other similar facilities for the provision of housing for low and moderate income persons.
e. To provide for streets, roads, public utilities or other facilities.
f. To acquire, lease or option any real property to hold, improve or prepare for redevelopment.
g. To mortgage, pledge, hypothecate or otherwise encumber to dispose of any real property.
h. To insure or provide for insurance of any real property against risks or hazards.
i. To invest Community Redevelopment Funds held in reserve.
j. To borrow money and to apply for and accept advances, loans, grants, contributions and any other form of financial assistance from the Federal Government, the State, County or other public body or form any sources, public or private and to give security as may be required.
k. To make surveys and plans necessary to carry out the purposes of the agency.
l. To develop and demonstrate new or improved means of providing housing for families and persons of low income.
m. To prepare plans for and assist in the relocation of persons displaced from a Community Redevelopment Area and to make relocation payments for moving expenses and losses of property.
n. To develop and implement community policing innovations.

F. The Community Redevelopment Area

Pursuant to Statutes, a community redevelopment area must be a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly. The City of Pompano Beach Community Redevelopment Agency generally consists of the older central core of the City and surrounding neighborhoods, which have become deteriorated due to age, obsolescence, and the lack of investment. Unfortunately, a deteriorating area is self-propagating, and as conditions worsen, residents and private businesses become less willing to put their financial resources into the area. This cycle severely limits the ability of private enterprise to stop the spread of slum and blight without public assistance.

G. The Community Redevelopment Plan

All public redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment financing must be in accordance with a redevelopment plan approved by the City Commission. Like the City's Comprehensive Plan, the Community Redevelopment Plan is an evolving document, which is evaluated and amended on a regular basis in order to accurately reflect changing conditions and community objectives. City Ordinance No. 90-9 adopted the current Plan on October 31, 1989.

In accordance with FS 163.362, the Community Redevelopment Plan must include the elements enumerated below. In the following discussion, the language from the statute is shown in italic type, and a brief response to each point follows in normal type.

1) *Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.*

A description of the boundaries of the NWCRA is included in Appendix A. The area within these boundaries was found to contain slum and blight in Resolution 81-139, adopted by the City Commission. This Resolution is included in Appendix B.

(2) Show by diagram and in general terms:

(a) The approximate amount of open space to be provided and the street layout.

(b) Limitations on the type, size, height, number, and proposed use of buildings.

(c) The approximate number of dwelling units.

(d) Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.

Maps of the NWCRA and a general description of the existing physical and regulatory conditions are included in Section 3. The area within the NWCRA remains subject to the City's Comprehensive Plan and zoning regulations, which stipulate limits on locations,

sizes, height, etc. of dwelling units, streets, and park and recreations areas, among other things. Recommendations and programs to correct specific deficiencies in any of these elements are detailed in the Plan.

(3) If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.

Neighborhood impacts of the redevelopment plan are addressed in Section 4.D of the Plan.

(4) Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.

Section 6 of the Plan includes revenue and expense projections for the next five years. Specific public capital projects are identified in these projections. Further publicly funded projects are anticipated beyond that time, but will be evaluated on an ongoing basis.

(5) Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.

Specific programs and expenditures must be enumerated in the Plan in order for the CRA to have the authority to undertake them. CRA activities are overseen by a Board of Commissioners that meets periodically in public session to review and monitor all CRA activities.

(6) Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.

Regulatory and zoning authority over any parcel in the CRA is reserved to the City. The CRA may recommend, draft, and administer certain regulatory amendments and design guidelines to assist with redevelopment efforts, but these amendments will be implemented by City ordinance.

(7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.

The discussion of neighborhood impacts of redevelopment in Section 4.D calls specifically for the CRA to adopt a relocation policy to provide adequate protections and assistance for any persons displaced by redevelopment activities.

(8) Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.

Large portions of the NWCRA are residential neighborhoods. The Plan contemplates strengthening existing neighborhoods and providing for additional housing to improve and diversify the housing stock, and to create additional housing opportunities with a range of affordability.

(9) Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.

Detailed financial projections for the next five years are provided in Section 6 of the Plan. These financial projections will be reviewed and updated at least annually so that the CRA is always able to look ahead and plan for adequate financial resources to undertake its activities.

(10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1). However, for any agency created after July 1, 2002, the time certain for completing all redevelopment financed by increment revenues must occur within 40 years after the fiscal year in which the plan is approved or adopted.

As stated earlier, in Section 2.D, this amendment to the Plan will extend the life of the NWCRA for a period of thirty years from the date of formal adoption of the amendment by the City Commission. This date should be noted in the Resolution to adopt the Plan as the time certain for completing all redevelopment activities.

(11) Subsections (1), (3), (4), and (8), as amended by s. 10, chapter 84-356, Laws of Florida, and subsections (9) and (10) do not apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body has approved and adopted a community redevelopment plan pursuant to s. 163.360 before chapter 84-356 became a law; nor do they apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body or agency has adopted an ordinance or resolution authorizing the issuance of any bonds, notes, or other forms of indebtedness to which is pledged increment revenues pursuant only to a community redevelopment plan as approved and adopted before chapter 84-356 became a law.

H. History of Pompano Beach

The first settlement in the area that became Pompano Beach came with the extension of Henry Flagler's Florida East Coast Railroad southward into Broward County in the late 1800's. The original rail depot was located near the site of the current Old Downtown Pompano, just north of Atlantic Boulevard. Old Downtown grew on the east side of the rail line, along Flagler Avenue and Cavendish's general store. As with many other railway towns on the FEC, Flagler built a worker community on the west side of the tracks, which consisted mainly of farmlands and farm houses, that were mainly populated by African-American families. Many of these families still live in this area, which remains the center of the black community in Pompano Beach. As the surrounding area continued to grow over the years, the farmlands began to slowly disappear. In areas now part of the NWCRA, industrial uses were introduced into the rural areas west of the rail lines.

Pompano Beach was first incorporated as a city in 1947, and most of its growth has occurred since then. The focus of growth was eastward, along Atlantic Boulevard toward the beach. Old Downtown and the areas further west were largely ignored by this period of growth. The original African-American neighborhoods west of the railroad became gradually deteriorated and blighted. Many of the residents moved to newer communities nearby, westward to Hunters Manor and Collier City, and northward to Kendall Green and Sanders Park. These areas all form part of the current NWCRA.

The location of the FEC and the subsequent arrival of the CSX railroad, roughly parallel and about one mile west, made the area a natural attractor of large scale industrial and warehouse uses that required convenient freight rail access. Since the area near the FEC was already developed, much of this industrial development located west of the CSX tracks, in what is now the northwest quadrant of the NWCRA. A regional farmer's market near I-95 and Atlantic Boulevard capitalized on the arrival of the freeway to form a trucking distribution area for produce.

With the focus of growth being east of the area, it did not experience robust growth. The Pompano Beach Housing Authority purchased a large tract north of Hammondville Road (now MLK Boulevard) and west of the CSX railway in the 1950's and built the Golden Acres development. More recently, two other affordable housing developments, Blanche Ely and Ben Turner Estates, have been built in the area. Blanche Ely High School (named for a prominent local educator) was built in 1952 on NW 6th Avenue and remains an important community anchor today.

With the relative lack of development in the area, many portions, particularly the older areas west of the FEC railway, became dilapidated and blighted. Much of this construction has been cleared, so that the area is now characterized by a relatively high number of vacant properties. Much of this has been purchased and assembled by the NWCRA in the past 20 years, and can provide a substantial opportunity for future development. Indeed, some recent redevelopment has already been accomplished, notably Carver Homes, the Canal Pointe subdivision, several

residential projects in Hunters Manor, and the Pompano Center for Commerce in the industrial area.

---

[1] Florida Statutes Chapter 163.340(9)
[2] Florida Statutes Chapter 163.355

III. SECTION THREE – EXISTING CONDITIONS

A. General Description of the Community Redevelopment Area

1. Existing Land Use

The Pompano Beach NWCRA Area contains approximately 3,084 acres of land that is bounded on the north by Copans Road, on the south by Atlantic Boulevard, on the west by N.W. 31st Avenue and on the east by Dixie Highway. The southeast corner extends beyond the limits mentioned above to include Old Pompano, the original township east of Dixie Highway, and the Avondale neighborhood and City Hall south of Atlantic Boulevard. Figure 3.1 shows the overall boundaries and land use within the NWCRA. A detailed boundary description of the NWCRA boundaries can be found in Appendix A of this report.

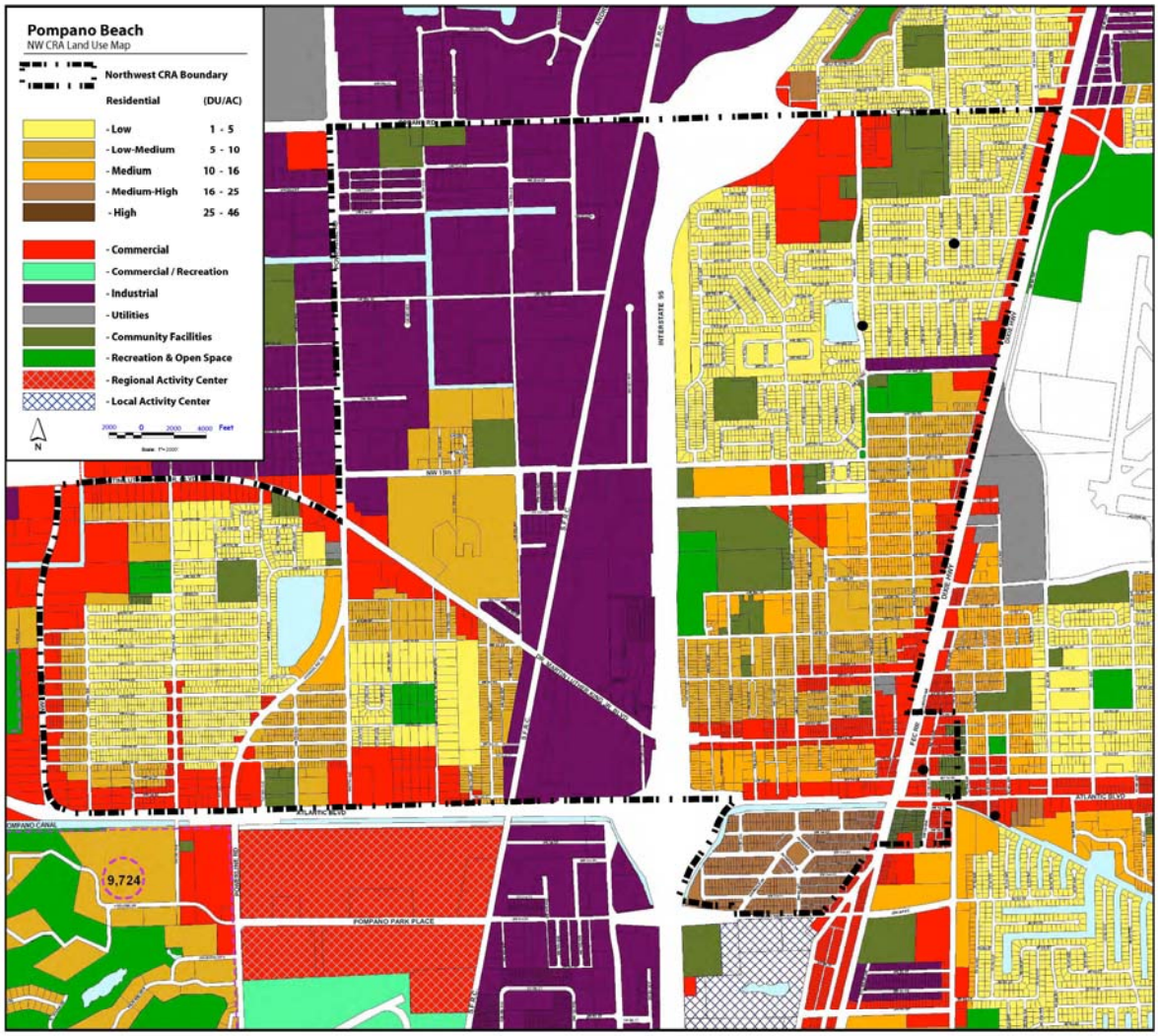

Figure 3.1 – The Pompano Beach NWCRA existing land uses

The land uses in the NWCRA are widely varied. Industrial and warehouse uses are the predominant uses in the northwest quadrant, generally west of I-95 and north of NW 15th Street. This industrial area is enhanced by the access to I-95 and the Florida Turnpike, as well as to the CSX and FEC railroad lines. Much of the rest of the area consists of residential neighborhoods with their attendant civic uses such as schools, churches, and parks. Commercial uses tend to be located along the major arterial roads such as Atlantic Boulevard, Copans Road, Powerline Road and Dixie Highway. Smaller, more neighborhood oriented commercial uses are located along Dr. MLK Jr. Boulevard, NW 27th Avenue, and NW 31st Avenue. Old Downtown Pompano is located along Flagler Avenue, on the east side of the FEC railroad tracks just north of Atlantic Boulevard, consisting mostly of street level retail, mostly in one and two story buildings in a traditional pattern of small scale buildings fronting directly on the sidewalk. Selected images of the NWCRA area are shown in Figures 3.2-3.5.

Figure 3.2 – Industrial areas in NWCRA

Figure 3.3 – Collier City residential area

Figure 3.4 – Church along NW 27th Ave..

Figure 3.5 – Old Downtown Pompano

The age and condition of the building stock is also widely varied. Old Downtown dates from the turn of the 20th century, although some of the buildings were built in subsequent decades. The oldest neighborhood is across the railroad tracks from old downtown, with many buildings dating from the early to mid 20th century. For the most part, these buildings are in poor condition. Later residential subdivisions date from the 1960s to the 1980s and radiate

further westward and northward from the older parts. These include areas such as Hunters Manor and Collier City to the west, and Kendall Green to the north. There are a few pockets of more recent development, notably Carver Homes, the Canal Pointe subdivision, and Golden Acres. In the industrial area, the Pompano Center of Commerce is a new warehouse/office development that replaced an old, isolated residential subdivision.

There is a significant amount of vacant property throughout the area, as shown in Figure 3.6. A number of other structures are unoccupied and probably not fit for occupancy. Most of the remaining commercial property is occupied by low status uses that could not afford to pay market rate rents in decent buildings. A notable exception is the industrial property; while some of it is fairly old, it is a thriving part of the local economy. Indeed, Pompano Beach is well known in Broward County for these kinds of uses, with a significant share of the county-wide market.

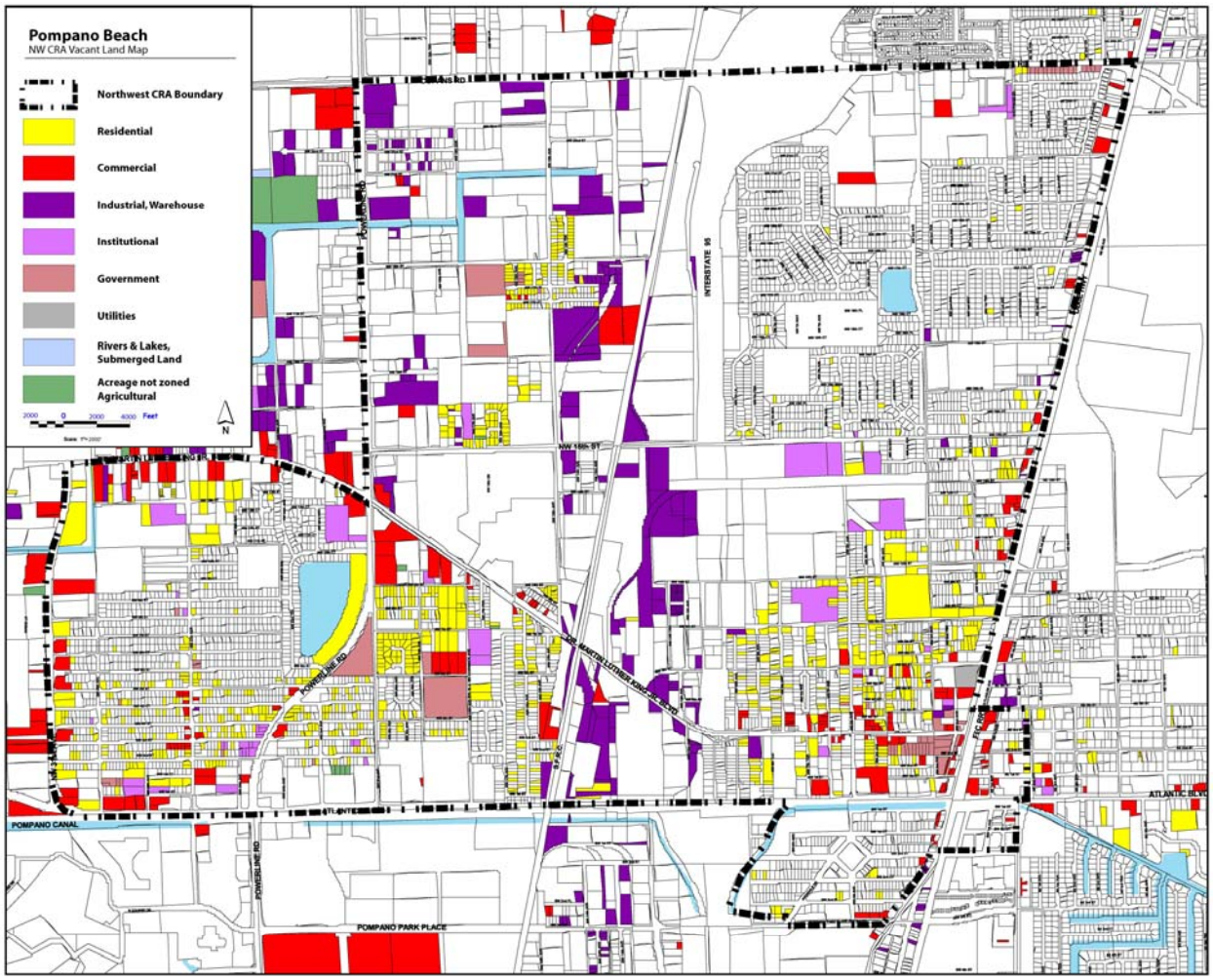

Figure 3.6 – Vacant land within the NWCRA area

2. Population and Housing Characteristics

According to the 2006 U.S. Census estimate, the population of Pompano Beach was 104,275, which represents an increase of 21% over the 2000 population of 85,932; a large amount of this increase was due to annexation. This compares to a 13.2% growth for the state of Florida over the same period and about an 8% increase for Broward County. While the City has been attracting some recent growth, little of it has occurred within the CRA.

The population and demographic information presented below is based on recent U.S. Census Bureau estimates. Since a detailed census is only conducted every 10 years, with the last one having been completed in 2000, figures for more recent years are city-wide estimates, and are not available at the census tract level.

A breakdown of the city's population by race is provided in Table 3.1. The overall racial composition of the NWCRA, based on the 2000 Census, is approximately 62% Black, 26% White, 13% Hispanic and 9% Other. Thus the CRA, in comparison to the City, has a significantly lower proportion of White residents, and a substantially higher proportion of Black residents. It should be noted that there is some variation in these percentages within different neighborhoods of the CRA. The breakdown by census tract is shown in Table 3.2.

Table 3.1
2006 - 2008 Population and Race
In the City of Pompano Beach

Race	Number	Percent
White	68,263	65.5%
Black	27,657	26.5%
Hispanic	17,592	16.9%
Asian	1,011	1.0%
Other	4,270	4.1%
Total	**104,275**	**113.9% ***

** Note: The total exceeds 100% since most Hispanics are also classified as either white or black.*

A map of the relevant Census tracts is shown in Figure 3.7. They do not correspond exactly to the CRA boundaries, thus, any statistics for the CRA area are estimates based on allocating the data for a partial tract by a proportion of the total area.

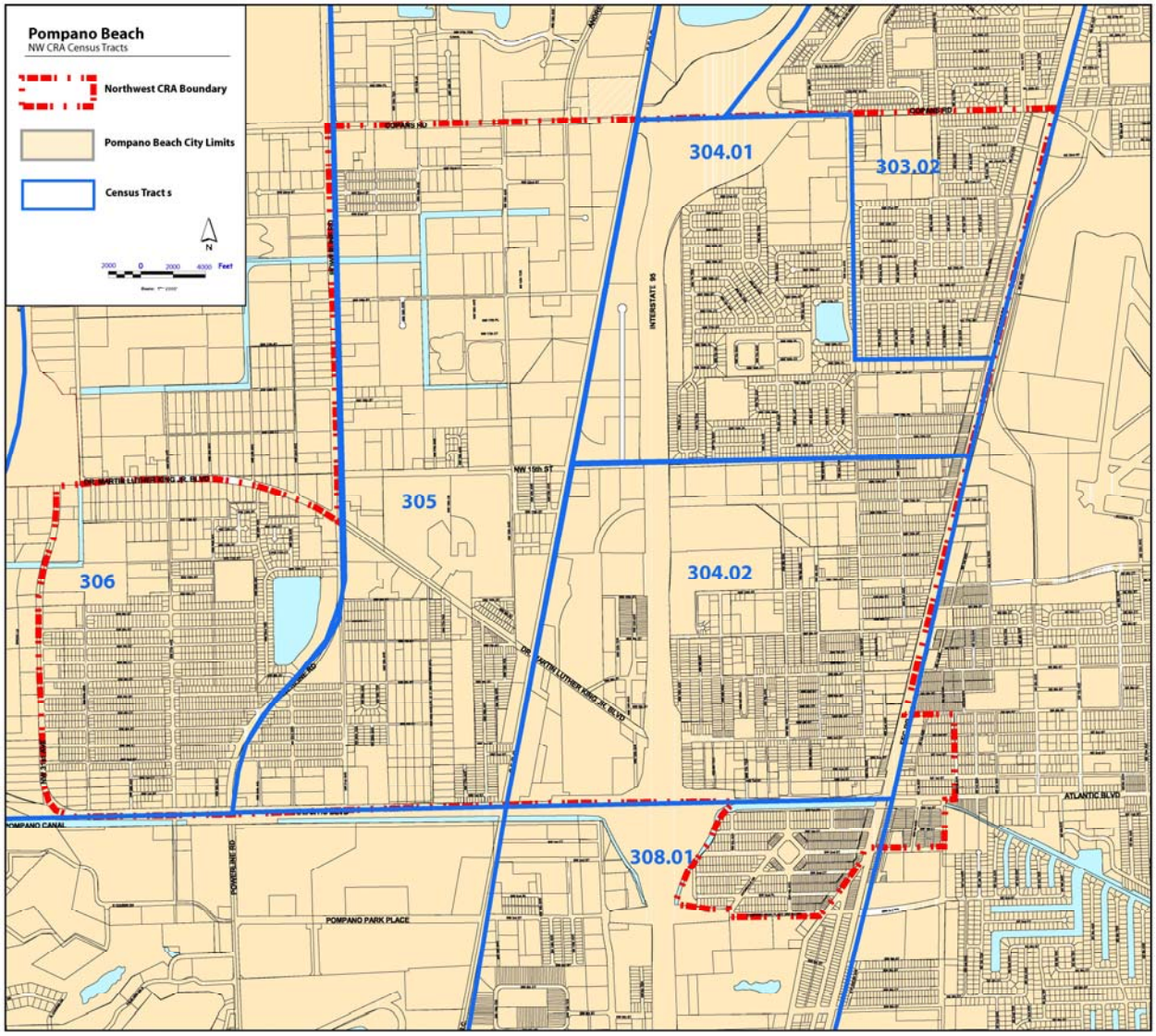

Figure 3.7: Census Tracts in the NWCRA area

Table 3.2
2000 Population and Race by Census Tract - Pompano Beach NWCRA

Census Tract	White	Black	Hispanic	Other	Total
303.02	993	2,558	452	157	4,160
304.01	28	3,183	56	84	3,295
304.02	175	3,653	287	521	4,349
305	1,463	1,763	724	524	3,750
306	1,575	5,102	364	37	7,078
308.01	3,222	2,013	1,967	1,424	6,659
Total	**7,456**	**18,272**	**3,850**	**2,747**	**29,291**
Percentage %	**25.5%**	**62.4%**	**13.1%**	**9.4%**	**110.4% ***

** Note: The total exceeds 100% since most Hispanics are also classified as either white or black.*

The 2000 Census of Population and Housing indicates the CRA contains approximately 8,738 households, with a resident population of approximately 28,440 persons, as indicated in Table 3.3. Thus, the CRA contains about 27% of the city's population.

Table 3.3
2000 Total Households
- Pompano Beach NWCRA

Census Tract	Total Households	Total Residents
303.02	1,135	4094
304.01	1,041	3,295
304.02	1,280	4,349
305	1,283	3,720
306	1,593	6873
308.01	2,406	6,109
Total	**8,738**	**28,440**

Age Characteristics

The age groups are relatively balanced between pre-school/school age children (0-19), young adults (20-34), middle-aged adults (35-54) and older aged adults (55 and over). The pre-school age group represents the smallest segment of the NWCRA population with roughly 8% of the total CRA residents. This statistic shows that the CRA is composed of a mature community with established families. In this regard, the CRA appears to be characteristic of the city. The age of the population residing within the CRA is characterized in Table 3.4.

Table 3.4
2000 Age Distribution by Census Tract - Pompano Beach NWCRA

Census Tract	Ages 0-4 yrs	Ages 5-19 yrs	Ages 20-34 yrs	Ages 35-54 yrs	Ages 55+	Total	Median Age
303.02	275	1304	805	1255	455	4094	35.5
304.1	199	979	509	800	808	3,295	34.1
304.2	451	1,334	852	1,165	547	4,349	25.7
305	347	972	859	985	587	3,750	29.9
306	390	1426	2048	1982	1027	6873	31.9
308.01	585	1,179	1,769	1,422	1,704	6,659	33.1
Total	**2,247**	**7,194**	**6,842**	**7,609**	**5,128**	**29,020**	**31.7**
Percentage %	**7.7%**	**24.8%**	**23.6%**	**26.2%**	**17.7%**	**100.0%**	**100.0%**

Household Income Characteristics

In reviewing the 2000 Census data, Census Tracts 303.02, 304.01, 304.02, 305, 306 and 308.01 have poverty rates that range from 12% to 45%. According to this data, 29% of the CRA residents are living in poverty, which is relatively high compared to the City average of 12% as a whole. Table 3.4 describes the percentage of households that earn less than $15,000 annually in 1990, which approximates 50% of the median income for the city.

Table 3.5
2000 Household Income Distribution Below $15,000
- Pompano Beach NWCRA

Cesnsus Tract	Total Households	No. Earn < $15,000	% of Total	Median Income
303.02	1,135	132	11.6%	$40,967
304.01	1,041	300	28.8%	$30,065
304.02	1,280	569	44.5%	$16,675
305	1,283	420	32.7%	$24,798
306	1,593	500	31.4%	$28,767
308.01	2,406	620	25.8%	$27,219
Total	**8,738**	**2,541**	**29.1%**	**$28,082**

In reviewing the 2000 U. S. Census, particularly the tracts that encompass the NWCRA Area (Tracts 303.02, 304.01, 304.02, 305, 306 and 308.01) several important demographic characteristics of the residents are described. The median income for the CRA area is $28,082. As a group, 46% of the CRA population earned in 1990 less than $25,000 annually, while 54% earned more than $25,000. Refer to Table 3.6 for a detailed description of the distribution of household income by individual census tracts.

Table 3.6
2000 Household Income Distribution by Census Tract - Pompano Beach NWCRA

Cesnsus Tract	$ 0.00 - 9.999	$ 10,000- 24,999	$ 25000 - 49,999	$ 50,000 - Above	Total	Median Income
303.02	76	232	380	447	1,135	$40,967
304.01	225	193	323	300	1,041	$30,065
304.02	412	408	279	181	1,280	$16,675
305	297	352	384	250	1,283	$24,798
306	334	384	553	322	1,593	$28,767
308.01	452	617	913	424	2,406	$27,219
Total	**1,796**	**2,186**	**2,832**	**1,924**	**8,738**	**$28,082**
Percentage %	**20.6%**	**25.0%**	**32.4%**	**22.0%**	**100.0%**	

Taxable Land Value

Of the 30+ million square feet of industrial space found in the City of Pompano Beach close to 5 million of those are found in the NWCRA. This represents roughly 18% of the City's industrial tax base, and roughly 40% of the NWCRA's tax base. Residential uses comprise another 40% of the Tax Base of the area, and commercial uses make up the majority of the remaining tax base with 18% of the overall NWCRA tax base.

Overall the taxable base of the NWCRA was valued at $1.6 billion in 2009. Although the NWCRA occupies 25% of the City's land area, it only accounts for roughly 10% of the tax base for the City of Pompano Beach. The largest share of taxable value came from residential uses with roughly $432 million. Industrial uses also brought in a large portion of the taxable value in the NWCRA by producing $425 million in taxable revenue.

Table 3.7

City of Pompano Beach - Citywide Taxable Value by Land Use				
Land Use	**Parcels**	**Bldg. sq. ft.**	**Taxable Value (09)**	**% of Tax Base**
Agricultural	3	284,856	$1,110,880	0.01%
Centrally Assessed	17	0	$0	0.00%
Commercial	1,857	13,073,612	$1,744,750,750	16.01%
Government	404	3,164,063	$3,547,190	0.03%
Industrial	2,011	26,619,046	$2,775,936,270	25.47%
Institutional	262	3,660,349	$154,477,430	1.42%
Miscellaneous	505	308,244	$25,768,750	0.24%
Non-Agricultural Acreage	1	0	$0	0.00%
Residential (Homestead)	23,206	33,195,646	$2,166,094,980	19.87%
Non- Homestead Residential	23,265	32,225,673	$4,027,078,490	36.95%
Total	**51,531**	**112,531,489**	**10,898,764,740**	**100.00%**

Table 3.8

City of Pompano Beach -Northwest CRA Taxable Value by Land Use				
Land Use	**Parcels**	**Bldg. sq. ft.**	**Taxable Value (09)**	**% of Tax Base**
Agricultural	2	0	$46,900	0.00%
Centrally Assessed	16	0	$0	0.00%
Commercial	435	1,583,106	$197,721,500	18.54%
Government	190	975,625	$12,170	0.00%
Industrial	424	4,824,445	$424,935,670	39.85%
Institutional	154	685,895	$9,128,290	0.86%
Miscellaneous	173	3,055	$2,987,740	0.28%
Residential (Homestead)	2,481	3,429,803	$114,811,820	10.77%
Non- Homestead Residential	2,531	4,004,839	$316,695,830	29.70%
Total	**6,406**	**15,506,768**	**$1,066,339,920**	**100.00%**

3. Existing Traffic Circulation

The NWCRA is a relatively large area encompassing approximately 3,084 acres. It is defined and traversed by several major thoroughfares. There are also a number of collector streets as well as numerous local streets. Two railroad lines (C.S.X.R.R. and F.E.C.R.R.) traverse the area diagonally, interrupting many of the smaller streets in the network. Figure 3.8 depicts the major thoroughfares in the area, along with their average daily traffic volumes.

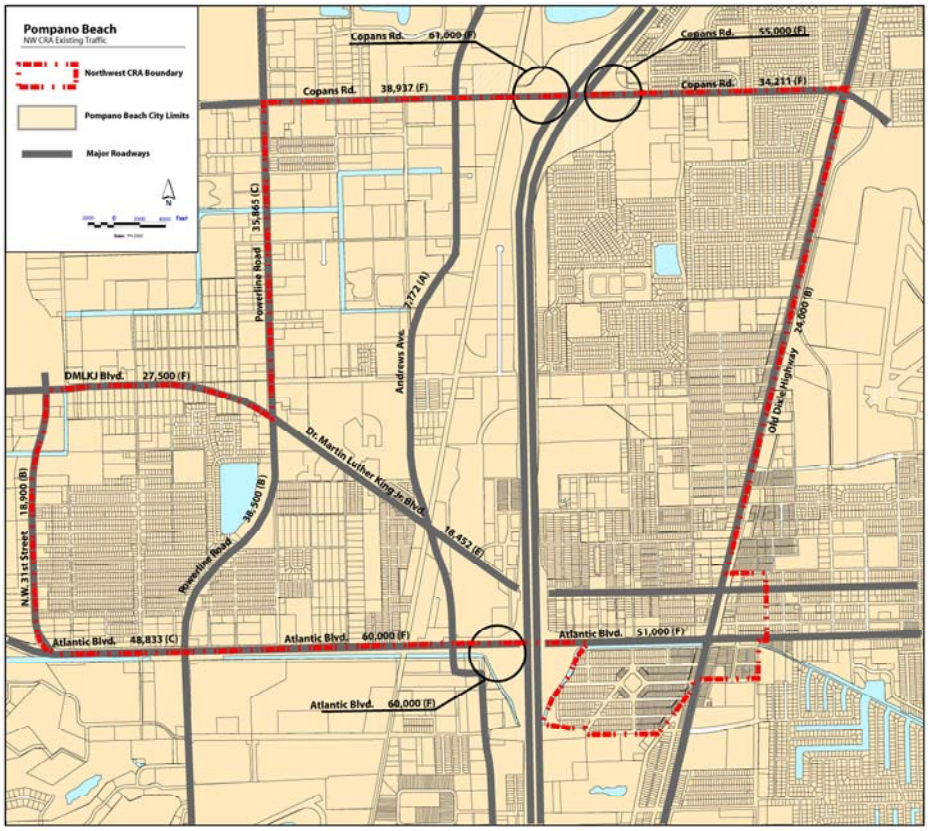

Figure 3.8 – Major Street Network and traffic analysis in NWCRA

North-South Roadways

Major north and south arterial roadways include I-95, Powerline Road, N.W. 31st Ave, and Dixie Highway. Also important, but less heavily traveled, are Andrews Avenue, NW 3rd Avenue, and NW 27th Avenue.

Interstate 95 is the major North-South road that bisects the NWCRA area. It is an 8 lane regional highway with 4 lanes per direction. While it is the most visible and most used road that runs through the CRA, with an AADT of 208,000 vehicles, there are only two points of access to it within the CRA. These are located at two interchanges located at the north boundary of the CRA at Copans Road, and at the south boundary at Atlantic Boulevard. Beyond that, I-95 forms a barrier dividing the east and west portions of the NWCRA. Grade separated crossings exist only at MLK Boulevard and NW 15th Street.

Powerline Road is a six-lane arterial road that runs along the northwestern edge of the CRA, then continues south between Collier City and Hunters Manor. It has a landscaped median along the entirety of its length and has left turning lanes at specified locations along its route. Just south of its intersection with Copans Road, Powerline Road has an AADT of 35,865 vehicles. This north leg between Copans Road and MLK Boulevard, serves mainly an industrial area. The south leg of Powerline Road, on the other hand, between MLK Boulevard and Atlantic Avenue, serves mainly a residential component of the NWCRA but has an equally high volume of traffic with an AADT of 38,500 vehicles.

Dixie Highway, which runs parallel to the F.E.C. Railroad line, is a 4 lane arterial road and serves as the easternmost boundary of the CRA. It provides two lanes of traffic in each direction with turning lanes at specified locations. It has an AADT of 27,000 vehicles.

North Andrews Avenue was only recently improved and extended through the NWCRA. It connects Atlantic Boulevard and Copans Road, and includes a grade separated crossing over MLK and the CSX railroad tracks. It follows the alignment of NW 15th Avenue for part of its length. This relatively new segment is a four-lane divided highway that currently carries a light traffic volume of 7,800 vehicles per day, although it will allow for a significant improvement of the circulation system for the industrial area.

No other roadway provides a through connection between Atlantic Boulevard and Copans Road. NW 3rd Avenue, also called Esther Rolle Avenue, is an important collector road, but only extends as far south as MLK Boulevard. NW 6th Avenue, also called Blanche Ely Avenue, connects to Atlantic Boulevard on the south, but dissolves into local streets in the Canal Pointe neighborhood.

East-West Roadways

Major East-West roadways include Atlantic Boulevard, Copans Road, Dr. Martin Luther King Jr. (MLK) Boulevard, and NW 15th Street.

Atlantic Boulevard serves for the most part as the southernmost boundary of the NWCRA. Throughout its entirety in the CRA area, it is an improved six lane divided arterial roadway with curb and gutters and a landscaped median. Left turn lanes exist at most major street intersections. Atlantic Boulevard is the principal "Main Street" of Pompano Beach and also serves as a point of access to I-95. At this intersection the AADT is 60,500 vehicles.

Copans Road is a six lane minor arterial that serves as the northernmost boundary of the NWCRA. It has a center median with turning lanes and signal lights at most major intersections. Traffic along this corridor can be characterized by larger vehicles due to the industrial nature of land use along Copans Road. It is also a point of access to I-95. At this intersection the AADT is 53,000 vehicles.

Dr. Martin Luther King Jr. Boulevard (MLK) is an urban collector road the runs across the entire length of the CRA. It provides four lanes of traffic with left turning lanes at specified locations. From its intersection with NW 31st St., at the westernmost boundary of the NWCRA, to its intersection with Powerline Road, it provides four lanes of traffic with no center median and left turning lanes at specified locations. From Powerline Road to its intersection with N Dixie Highway, it is an improved roadway with four lanes of traffic and a landscaped median with left turning lanes at specified locations. MLK provides access to industrial uses to the north and a mainly residential land use to the south. Between I-95 and Dixie Highway, it serves as the traditional main street of the African American community in Pompano Beach. It carries an AADT of 19,000 vehicles.

NW 15th Street is a two lane urban collector that runs from the east boundary of the NWCRA, (Dixie Highway) to its westernmost boundary, at Powerline Road. It provides access to most of the of the north-south streets throughout the CRA. While the traffic levels may not be significant, (AADT of 8,200), it is an important connector within the CRA area. Other than the boundary arterials, it is one of only two streets (MLK is the other), that cross I-95.

The majority of the remaining street network within the CRA is composed of minor two lane local streets that feed into the larger street network. Generally, these follow a rectilinear grid layout, although some of the newer subdivisions such as Canal Pointe introduce some diagonal and looping streets.

From a regional perspective, Interstate 95 does the majority of the work in the north-south direction and is rated at a Level of Service (LOS) of F. The other north-south through streets in the NWCRA experience relatively light congestion and are rated at LOS B or C.

By contrast, east-west traffic has no freeway option, and is allocated between Atlantic Boulevard, Copans Road, and MLK Boulevard, all rated at LOS F. NW 15th Street operates at a relatively free-flowing LOS C/D, but it does not continue through beyond the boundaries of the NWCRA.

4. General Physical Conditions

The physical conditions of the building stock, as noted earlier, range widely. The older parts of the NWCRA, such as Old Downtown and the MLK neighborhood west of the FEC tracks have seen relatively little recent development, and the buildings are generally at least 40 years old. Many are in poor condition.

Newer areas to the west and north of Old Downtown have better building stock, ranging from fair to excellent. Although there is relatively little recent development, that which exists is generally of good quality and makes a positive contribution to the surrounding area.

The condition of the industrial buildings also varies widely, but even the older buildings are in serviceable condition. There is relatively little vacancy here, other than the recently completed Pompano Center for Commerce, the completion of which, unfortunately, coincided with the recent economic downturn. It is a quality development, however, and should do well as the market recovers.

All parts of the NWCRA contain a relatively high proportion of vacant properties, although this is most notable in the older parts around MLK Boulevard. Some of these have been assembled into larger tracts, so these do in fact, present a positive potential for redevelopment.

The infrastructure in the area will need some attention. This is to be expected in older, developed areas. The City prepared a Stormwater Management Master Plan in 1999 that identified a number of needed improvements in the area. While some of these have been completed, others remain to be done.

The water and sewer system in some areas is quite old, and in many cases, will be inadequate to serve higher intensity redevelopment.

Most roadways in the area are in good condition, although some do experience significant congestion at peak times. Recent improvements to medians and streetscape have been done, including MLK Boulevard, Blanche Ely Avenue (NW 6th Avenue) and NW 27th Avenue.

The NWCRA seems to be adequately served by schools and parks. There is a City park in or near all of the residential neighborhoods. As infill redevelopment occurs, however, additional opportunities for smaller scale parks and open spaces should be considered.

5. Geographic Sub-Areas

Within the NWCRA there are considerable variations in the degree of deterioration, land use patterns and existing socioeconomic conditions. In order to develop an effective plan that is cognizant of these variations, the NWCRA has been divided into seven distinct geographic sub-areas, each requiring a different redevelopment strategy. These are depicted in Figure 3.9. In addition to addressing underlying problems and capitalizing on area opportunities,

associated redevelopment strategies focus on maintaining and enhancing major assets, which provide positive contributions to the redevelopment effort. Physical features such as landmarks, barriers, and activity centers and many others, within each sub-area are also considered, since they have a significant influence upon specific urban design decisions that impact the redevelopment strategy for the area.

Another significant factor in the development of effective sub-area redevelopment strategies is the participation of community members including businesses, residents, elected officials and others. The success or failure of stabilization and redevelopment efforts is dependent upon the level of public support.

The seven geographic sub-areas are described in Table 3.8, which describes in general their major characteristics.

Table 3.9
General Land Use in the NWCRA Sub-Areas

Sub-Area	Size	Land Use	Zoning Districts
1. Collier City / Esquire Lake	488 acres	Res./Comm.:	RS-2, RS-3, RS-4, RD-1, RM-12, RM-20, RM-30, RPUD B-3, B-4, CF
2. Hunters Manor	466 acres	Res./Comm.:	RS-3, RS-4, RM-12, RM-20, B-3, B-4, CF
3. NW Industrial	850 acres	Ind./Comm.:	I-1, I-1X, RM-12, B-3, B-4, PR
4. Kendall Green / Canal Pointe	582 acres	Res./Comm.:	RS-2, RS-3, RS-4, RD-1, B-2, B-3, I-1, PR, CF
5. MLK / Blanche Ely Neighborhood	582 acres	Res./Comm.	RS-3, RS-4, RD-1, RM-12, RM-20, B-2, B-3, B-4, CF, PU
6. Old Town / City Hall	36 acres	Community: Facility	B-2, B-3, CF
7. Avondale	80 acres	Residential:	RM-30, CF, PR
Total	**3,084 acres**		

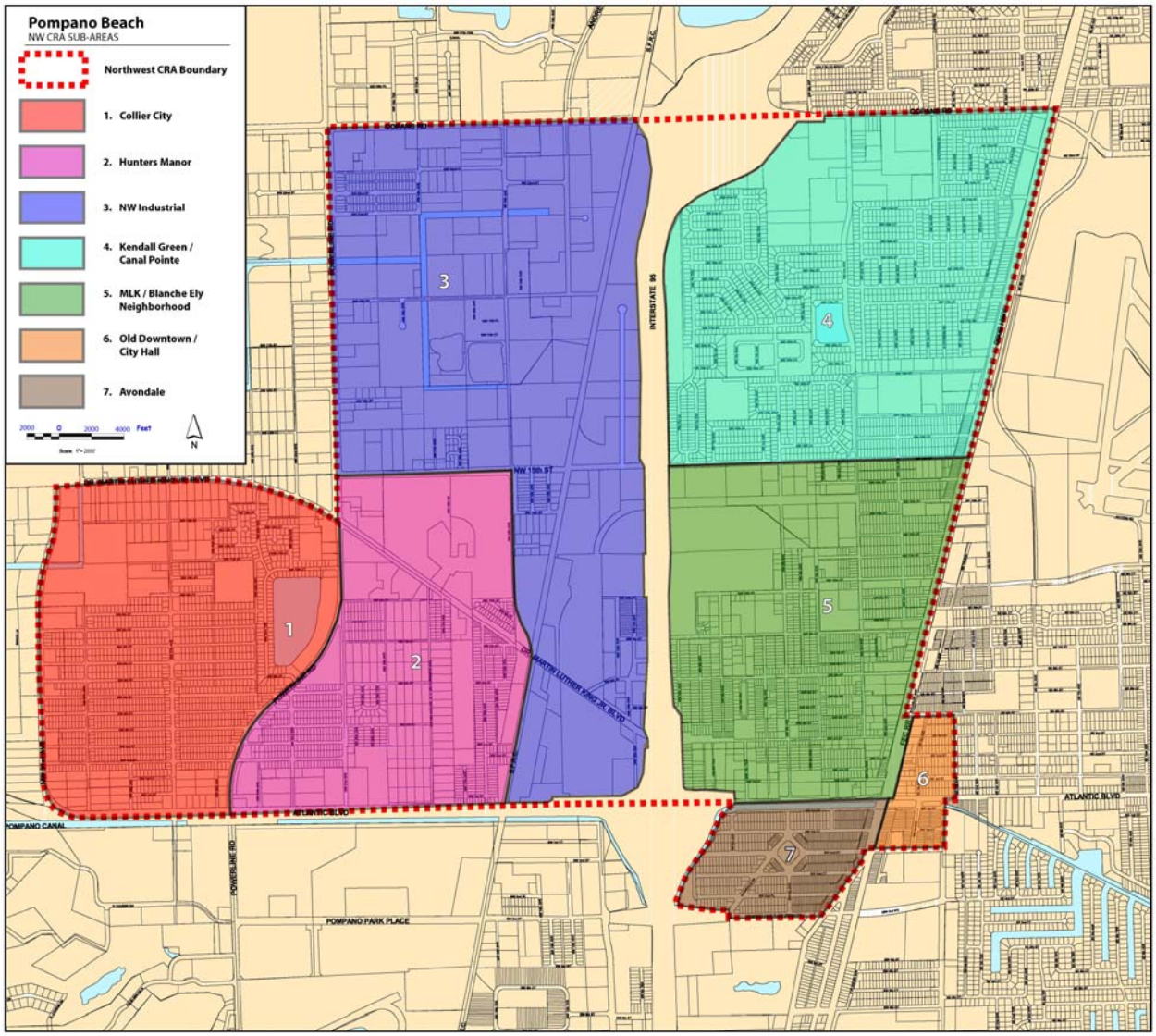

Figure 3.9 – NWCRA Sub-Areas

A general description of each of the geographic sub-areas of the CRA is provided below.

Sub-Area No. 1 – Collier City / Esquire Lake

This sub-area, containing approximately 488 acres, is a predominantly residential area. Most of it is zoned for low density, single family homes, although some duplexes and smaller multi-family development exists near the western and northern edges. The central spine of this sub-area is NW 27th Avenue, along which are located a number of churches, the McNair Community Center, and a variety of smaller commercial establishments. Most larger commercial uses occurs at the edges, primarily along NW 31st Avenue, Atlantic Boulevard, and MLK Boulevard.

This area was developed primarily in the 1970s, so the building stock, while aging, is generally in fair to good condition. It appears to be a stable neighborhood, although there are

a number of vacant parcels and under-used commercial properties. Collier City, in fact, was a major focus of the relocation of the African American community from the aging and deterioration of the older areas west of Old Downtown. It needs stabilization and enhancement, but not large scale redevelopment.

Sub-Area No. 2– Hunters Manor

The Hunters Manor neighborhood contains approximately 466 acres, is also predominantly residential, although it has commercial edges along Atlantic Boulevard on the south and MLK Boulevard on the north. The Atlantic Boulevard edge is comprised of a number of large commercial and multi-family developments that are relatively stable. They owe their success to the Atlantic Boulevard frontage, however, and turn their backs to the neighborhood. The MLK Boulevard frontage is largely vacant, but is an opportunity for commercial development that would serve the neighborhood.

The interior, residential part of the sub-area is, in a word, transitional. While there is some older, deteriorating housing stock, there has already been substantial recent redevelopment of housing. Additionally, the CRA has assembled most of a block near the center of the sub-area that is intended to be additional residential development. A city park occupies a block at the geographic center of the area.

Across MLK Boulevard, on the north side, is a large public housing complex with a variety of clusters, including some recent development.

Sub-Area No. 3 – Northwest Industrial

This sub-area, containing approximately 850 acres, is predominantly industrial. It occupies the area between I-95 and the CSX tracks, as well as the area west of the CSX tracks and north of NW 15th Street. This appears to be a busy and active area that contributes many jobs to the local economy. It owes its success to an advantageous location with access to two major rail corridors and I-95. The recent extension of Andrews Avenue through the heart of this area will only serve to improve its connectivity to the region.

Many of the uses are long-standing and well-established. A recent addition is the Pompano Center for Commerce, located along NW 18th Street west of Andrews Avenue. Due to the economic downturn, it has a high vacancy rate, but it is a quality facility with further room to grow.

Sub-Area No. 4 – Canal Pointe/Kendall Green

This sub-area, containing approximately 582 acres, is also predominantly residential. Some portions of it were developed in recent decades, and most of it appears relatively stable. One of the newer subdivisions is Canal Pointe, an affordable housing development that was facilitated by the CRA. There are also some newer homes along NW 15th Street that would be at home in some of the best neighborhoods in the city.

The eastern edge, along Dixie Highway, is predominantly car-oriented commercial of varying quality. There are few crossing points for the railway, so this edge tends to feel like a barrier between the sub-area, and other parts of the city to the east.

Sub-Area No. 5 – MLK / Blanche Ely Neighborhood

This sub-area, containing approximately 582 acres, contains a diverse mix of uses. It is the heart of the traditional African-American community in Pompano Beach. As the name implies, this area is characterized by its major arterial roads, Blanch Ely (NW 6th Avenue) in the north-south direction, and Martin Luther King Jr. Boulevard (NW 3rd Street) in the east-west direction.

While the major land use is residential, there are some business pockets located at the intersections of 6th Street and 15th Avenue, 6th Street and 6th Avenue, along the eastern edge of Dixie Highway, and along Atlantic Blvd on the southern boundary. MLK has historically had small scale, neighborhood-oriented commercial uses along it, but these are now largely vacant or in poor condition. Much of the housing stock is also in poor condition.

Two important community facilities, Weaver Park and Blanche Ely High School are located at the northwestern sector of this sub-area. Mitchell Moore Park is located in the western part, near I-95. The recently completed E. Pat Larkins Community Center is located along MLK Boulevard.

The FEC Railroad serves as the eastern boundary of this sub-area. Access to eastern parts of the city are located at NE 10th St., NE 6th, and NE 3rd St. The presence of the railroad, with comparatively few crossing points, tends to separate this sub area from the eastern portions of the city.

Sub-Area No. 6 – Old Downtown / City Hall

This sub-area, containing approximately 36 acres, includes the original downtown, located north of Atlantic Boulevard and east of the FEC Railway. Located south of Atlantic Boulevard, across from Old Downtown, are City Hall and the library.

Old Downtown consists of several blocks of small scale historic buildings, with Flagler Avenue acting as the principal "main street." The buildings are in fair to poor condition, and occupied by marginal commercial uses. City Hall, by contrast, an approximately 15 year old facility, is in good condition. Due to the width and busy traffic along Atlantic Boulevard, the two component of this sub-area are quite distinct and separated from each other.

.

Sub-Area No. 7 – Avondale

This sub-area, which contains approximately 80 acres, is made up primarily by the Avondale neighborhood. It is a multi-family neighborhood that, while it contains a high proportion of renters, appears to be relatively stable. The multi-family buildings are generally in fair condition, and consist mostly of smaller scale buildings that have well landscaped grounds.

This is a quiet area that is relatively isolated by limited access. Bounded on three sides by I-95, Atlantic Boulevard, and the FEC Railway, this area has only a few connections to surrounding neighborhoods. While the Avondale neighborhood appears to be relatively stable, it also has a negative perception as being a poor barrio. The Turning Points drug rehab center, which is located in the center of the neighborhood, adds to the negative perception of this area.

The next section of this Plan will analyze these sub-areas in greater detail, and will outline issues to be addressed as well as opportunities for the future.

6. Regulatory Framework

The NWCRA Area contains a cross section of many of the uses and zoning districts in the City of Pompano Beach, ranging from single-family residential to light industrial. In general, the uses are distributed among the geographic sub-areas in an orderly fashion, and depict the diverse natures of each of the sub-areas.

A review of the zoning regulations for the various districts in the NWCRA does not reveal any serious issues, at least not within the district regulations. These all seem to adhere to fairly conventional norms of development. Figure 3.10 shows the various zoning districts of the NWCRA area. Some comments regarding specific provisions of the various district regulations follow:

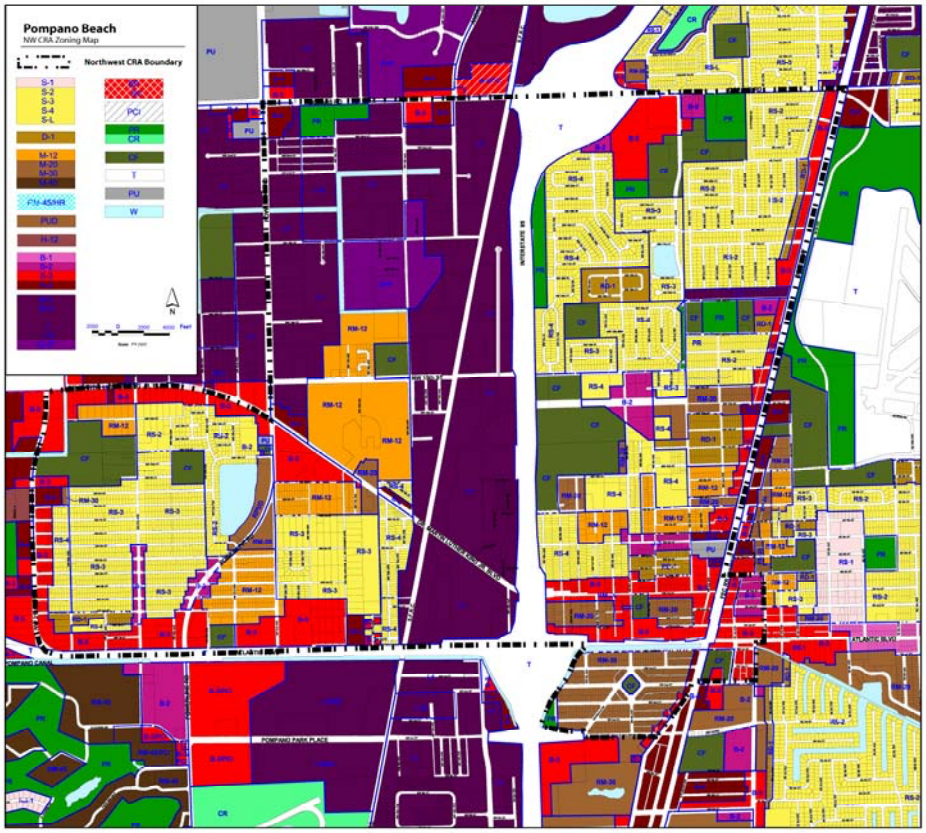

Figure 3.10: Zoning in the NWCRA Area

- The Residential districts of the Pompano Beach zoning code are regulated by dimensional standards. Lot size, lot width, density, etc. all take part in the designation of lot classification. Single family districts such as RS-1, RS-2, RS-3, RS-4 and RS-L limit the permitted uses to single family detached housing types. Lot sizes, widths, setbacks etc. vary based on the zoning designation of lots, which range from a minimum lot area of 12,000 sf. in RS-1, to RS-4 lots with a minimum lot area of 5,000 sf.

  While the majority of the residential districts of the NWCRA can be categorized within the One-Family Residential Districts as listed above, some areas of the NWCRA are categorized as Multiple-Family Residential Districts. These districts, RD-1, RM-12, RM-20, RM-30 and RM-45 are intended to provide a full range of housing types, from single family detached housing to high-rise condominiums and apartments. These districts are also governed by dimensional standards, but density requirements have to be met when multifamily structures are proposed.

- General Business District, B-3, is the major business district in the CRA and are situated mainly along the major arterial streets of the NWCRA Area. It allows for a wide variety of commercial uses, including highway oriented commercial. The dimensional standards of a B-3 District are a minimum lot size of 10,000 sf. and a minimum lot width of 100 ft.

- The other major land use designation in the NWCRA is the General Industrial District, I-1. It is the main land use in the northwest corner of the CRA Area. This location is ideal, as it is bounded on all sides by major arterial streets that provide easy access to heavy traffic, and allows this district to accommodate a wide range of manufacturing, storage and construction industry. It maintains a minimum lot area of 10,000 sf. and a minimum lot width of 100 ft. It incorporates a minimum 25 ft. front setback, minimum 10 ft. side setback and a minimum rear setback of 30 ft.

- The result of these zoning districts is land allocation by use, rather than by form characteristics. Transitions between differing districts are handled by physical separation and by buffering, whether by landscaping or other means.

- While there are no overlay districts at this time located within the NWCRA Area, there is an initiative to incorporate a Historic Downtown Core Overlay District. This district would strive to promote a cohesive development / redevelopment of the historic downtown Pompano Beach Core by implementing attractive and pedestrian oriented areas through incentives and guidelines regarding parking and landscaping.

Table 3.10, shown below, summarizes some of the key zoning provisions for the zoning districts in the NWCRA.

Table 3.10

Pompano Beach Zoning Regulations - NWCRA Area Zoning Districts

Zoning Districts	Min. Lot Area (sf)	Min. Lot Width (ft)	Front Setback (ft)	Side Setback (ft)	Rear Setback (ft)	Max. Lot Coverage	Min. Pervious Area	Max. Height
RS-1	12,000	90	35	10	20	30%	30	35
RS-2	7,000	70	25	7.5	20	40%	30	35
RS-3	6,000	60	25	7	15	40%	30	35
RS-4	5,000	50	25	6	15	40%	30	35
RD-1	7,000 8,000	60 70	25	8	15	35%	30	35
RM-12	7,000 7,260	60 70	25	8	10	60%	25	35
RM-20	**	**	25	10	10	60%	25	35
RM-30	**	**	25	10	10	60%	25	105
RM-45	**	**	25	10	10	60%	25	105
B-2	10,000	100	-	-	30	45%	20	105
B-3	10,000	100	-	-	30	60%	20	105
B-4	10,000	100	-	-	30	60%	20	105
I-1	10,000	100	25	10	30	65%	20	45
I-1X	10,000	100	25	10	30	65%	20	45

** Minimum lot area / lot width is for a two-family dwelling unit.*

*** Minimum lot area/ lot width varies acoording to number of dweling units, verify with sections 155.167, 155.68, 155.69 of zoning code for applicable standards.*

IV. SECTION FOUR – ANALYSIS

A. Problems, Needs and Opportunities within Geographic Sub-Areas

The purpose of this section of the Redevelopment Plan is to provide a list of problems, needs and opportunities identified within each of the geographic sub-areas of the Community Redevelopment Area. These items are addressed within the Community Redevelopment Program through sub-area redevelopment strategies, which include the implementation of specific programs and projects of the Community Redevelopment Agency, the City of Pompano Beach, and other governmental agencies operating within the Community Redevelopment Area.

1. Sub-Area 1: Collier City

This sub-area, containing approximately 488 acres, is a predominantly residential area. Most of it is zoned for low density, single family homes, although some duplexes and smaller multi-family development exists near the western and northern edges. The central spine of this sub-area is NW 27th Avenue, along which are a number of churches and smaller commercial establishments. Most larger commercial uses occur at the edges, primarily along NW 31st Avenue, Atlantic Boulevard, and Dr.MLK Jr. Boulevard.

This sub-area is fairly stable, with buildings in fair to good condition. The primary objective here is to stabilize the area, and ensure that it does not go into decline. Selective infill and enhancement is appropriate, particularly along NW 27th Avenue.

Figures 4.1-4.2 – Collier City Sub-Area

Problems

- NW 27th Avenue is well below potential as a neighborhood main street. There are a number of vacant parcels along it.
- It is somewhat isolated from the rest of the City, despite a good location. Atlantic Boulevard acts as a barrier, and the connection to Dr. MLK Jr. Boulevard at the northern edge is complicated by some of the lower quality uses in the area.
- Powerline Road is also an isolating influence

- McNair Park is primarily set up for structured activity and does not provide a lot of passive green space.

Needs

- Street lighting to enhance nighttime safety.
- Higher quality development along Dr. MLK Jr. Boulevard, NW 27th Avenue and 31st Avenue.
- Ensure that the residential building stock remains stable and does not slide into deterioration.
- Neighborhood service uses along NW 27th Avenue.
- Selective infill housing to improve the overall community image.
- Pocket parks and scattered passive green space.

Opportunities

- This could be a choice neighborhood for affordable, family housing.
- NW 27th Avenue could be a walkable, mixed-use "main street" for the community.
- A better edge along Dr. MLK Jr. Boulevard could create a quality front door for Collier City and make it a more desirable neighborhood.
- There are plenty of vacant lots available for purchase along 31st Avenue that can be converted into pocket parks and scattered green space.

2. Sub-Area 2: Hunters Manor

This sub-area, containing approximately 466 acres, is also predominantly residential, although it has commercial edges along Atlantic Boulevard on the south and Dr. MLK Jr. Boulevard on the north. The Atlantic Boulevard edge is comprised of a number of large commercial and multi-family developments that are relatively stable. They owe their success to the Atlantic Boulevard frontage, however, and turn their backs to the neighborhood. The Dr. MLK Jr. Boulevard frontage is largely vacant, but is an opportunity for commercial development that would serve the neighborhood.

Figures 4.3-4.4 – Hunters Manor Sub-Area

The interior portion of this sub-area is residential, and is in transition. It contains a high proportion of vacant lots, but there has also been some recent residential development in the area. The CRA has assembled a full block near the center of the neighborhood, with a view to continuing the residential redevelopment.

Problems

- The residential area lacks cohesion due to the large amount of vacant parcels.
- The Atlantic Boulevard commercial uses turn their backs to the neighborhood and appear unrelated to it.
- There are a number of large open parcels along the Dr. MLK Jr. Boulevard edge, so that the area does not have a neighborhood service commercial component.

Needs

- Continue residential infill to improve the quality of housing stock
- Neighborhood service uses, to be located along Dr. MLK Jr. Boulevard and Powerline Road.
- Improve the transition and edge conditions between the neighborhood and the commercial uses along Atlantic Boulevard.

Opportunities

- The CRA has assembled significant property in this area, and can set the tone for future infill development.
- The vacant Dr. MLK Jr. Boulevard frontage is an opportunity to create a Main Street for this area.
- The park near the center of the sub-area is quite attractive and could serve as a neighborhood anchor.

3. Sub-Area 3: NW Industrial

This sub-area, containing approximately 850 acres, is predominantly industrial. It occupies the area between I-95 and the CSX tracks, as well as the area west of the CSX tracks and north of MLK Boulevard. This appears to be a busy and active area that contributes many jobs to the local economy. It owes its success to an advantageous location with access to two major rail corridors, I-95, and Florida's Turnpike. The recent extension of Andrews Avenue through the heart of this area will only serve to improve its connectivity to the region.

Problems

- There are some incompatible uses scattered throughout, although these are generally well buffered from adjacent uses.
- Many of the streets are quite narrow, and difficult for truck traffic to negotiate.

Figures 4.5-4.6 – NW Industrial Sub-Area

- The old Farmers Market area is underused and isolated and contains deed restrictions which limit alternative uses other than the market.
- There is a negative image portrayed along the I-95 corridor.

Needs

- Better sense of uniformity for the scattered industrial areas.
- The infrastructure is old and will need to be upgraded to support further growth.
- While the area is well connected to the regional transportation network, the interior circulation is limited and could be improved.

Opportunities

- This is an area of economic strength for the CRA as well as the surrounding region.
- There is ample room for growth, particularly at the Pompano Center for Commerce.
- The North Andrews Avenue extension enhances the area's connectivity and provides for further growth.

4. Sub-Area 4: Canal Pointe/Kendall Green

This sub-area, containing approximately 582 acres, is also predominantly residential. Some portions of it were developed in recent decades, and most of it appears relatively stable. One of the newer subdivisions is Canal Pointe, an affordable housing development that was facilitated by the CRA. There are also some newer homes along NW 15th Street that would be at home in some of the best neighborhoods in the city.

The eastern edge, along Dixie Highway, is predominantly car-oriented commercial of varying quality. There are few crossing points for the railway, so this edge tends to feel like a barrier between the sub-area, and other parts of the city to the east.

Figures 4.7-4.8 – Views of Canal Pointe/Kendall Green Sub-Area

Problems

- Poor connectivity in the east-west direction, due to the barriers of I-95 and the FEC railroad.
- Dixie Highway edge has a number of auto-oriented uses that are not very compatible with residential.
- Some residential areas, while in reasonably stable condition, are isolated and insular.
- Kendall Lake is a tremendous asset, but is seen as an eyesore because of the chain link fence surrounding it.

Needs

- Promote the stability of the area by gradually improving or removing the lower quality homes.
- Improve the uses along Dixie Highway

Opportunities

- There are some very nice homes along NW 15th Street that could spark a quality redevelopment of the adjacent areas.
- Redevelopment of the Ben Turner Estates.

5. Sub-Area 5: MLK / Blanche Ely Neighborhood

This sub-area, containing approximately 582 acres, forms the heart of the traditional African American community in Pompano Beach. As the name implies, the principal corridors of this area are Dr. MLK Jr. Boulevard and Blanche Ely Avenue. Land uses are mixed, with commercial along the primary corridors, and residential in the interior.

Much of the building stock in this sub-area is old and in poor condition. There is also a significant amount of vacant property, including some very visible parcels along Dr. MLK Jr.

Boulevard. The area north of Dr. MLK Jr. Boulevard is predominantly residential, and is anchored by Blanche Ely High School near the northern edge of this area.

Figures 4.9-4.10 – Views of the MLK/Blanche Ely Neighborhood Sub-Area

Problems

- High proportion of vacant lots.
- Many buildings are in poor or blighted condition.
- Isolated by I-95, Atlantic Boulevard, and the FEC Railway, which offer limited connections to the surrounding areas on three sides.

Needs

- Street lighting to enhance nighttime safety.
- Infrastructure will have to be improved to support redevelopment.
- Viable commercial uses to revitalize MLK Boulevard and Old Downtown.
- Infill development for the vacant parcels.
- Renovate or demolish dilapidated and substandard buildings.

Opportunities

- The CRA has assembled significant property along Dr. MLK Jr. Boulevard and is in a position to launch a large scale redevelopment of the corridor with mixed-use development, generating a significant amount of taxable income that will help to further improve the area and the image projected from I-95.
- The proposed Broward County Transit facility will improve transit connectivity and access for area residents.
- Blanche Ely Avenue is reasonably attractive and pedestrian friendly, and could become a significant neighborhood connector.

6. Sub-Area 6: Old Downtown / City Hall

This sub-area, containing approximately 36 acres, includes the original downtown, located north of Atlantic Boulevard and east of the FEC Railway, and the City Hall site, located south of Atlantic Boulevard, across from Old Downtown.

Old Downtown consists of several blocks of small scale historic buildings, with Flagler Avenue acting as the principal "main street." The buildings are in fair to poor condition, and occupied by marginal commercial uses. City Hall by contrast, is a reasonably new facility in good condition.

Figures 4.11-4.12 – Old Town/City Hall Sub-Area

Problems

- Many properties north of Atlantic Boulevard are owned by churches.
- Old Downtown is too small to have any critical mass. Most buildings are in poor condition and occupied by low-status uses.
- The FEC railroad acts as a barrier, separating Old Downtown from the neighborhood to the west.
- City Hall not connected to Old Pompano.

Needs

- Street lighting to enhance nighttime safety.
- Old Downtown lacks an identifiable image.
- Renovate dilapidated historic buildings.
- Improved connection between Old Downtown and City Hall.
- Improve connectivity between Old Downtown and transit station / MLK

Opportunities

- Old Downtown has a pedestrian friendly, human scale.
- Area is highly visible and has a strategic location in Pompano Beach.
- Undeveloped land recently acquired near City Hall.
- Potential to be a transit hub someday with the prospect of the FEC railroad passenger service.

7. Sub-Area 7: Avondale

This sub-area, which contains approximately 80 acres, is made up primarily by the Avondale neighborhood. It is a multi-family neighborhood that, while it contains a high proportion of renters, appears to be relatively stable. The multi-family buildings are generally in fair to good condition, and consist mostly of smaller scale buildings that have well landscaped grounds. This is a quiet area that is relatively isolated by limited access. Bounded on three sides by I-95, Atlantic Boulevard, and the FEC Railway, this area has only a few connections to surrounding neighborhoods.

Figures 4.13-4.14 – Views of Avondale Neighborhood Sub-Area

Problems

- Relatively isolated and difficult to access.
- High proportion of aging multi-family properties.
- High proportion of renters.

Needs

- Street lighting to enhance nighttime safety.
- Strategy for the redevelopment of old multi-family properties.
- Sidewalks to provide a pedestrian environment.

Opportunities

- This is a quiet, attractive area that fills a need for affordable rental housing.
- Improve connectivity to MLK and Old Downtown.

B. Functional Needs of the Community Redevelopment Area

As opposed to specific needs identified within the various sub-areas of the Community Redevelopment Area, these functional needs are area wide in scope and encompass some of the more serious problems that contribute to the overall state of decline.

1. Removal of Slum and Blight

The NWCRA contains a substantial number of slums, deteriorated structures that are a menace to the health, safety or welfare of Area residents. The existence of these slum and blighted conditions contribute substantially to the spread of disease and crime, decrease the tax base and substantially impair or arrest sound growth. The major charge of the Community Redevelopment Agency is the removal of these conditions and to subsequently preserve and enhance the tax base of the NWCRA.

2. Land Use Patterns

Pompano Beach is primarily a residential community. Land uses within the City should be balanced so that the commercial, recreational and public service needs of all its residents can be conveniently provided within the community. The NWCRA contains a concentration of the City's poorer, less mobile population who are very dependent upon convenient commercial and recreational facilities within their neighborhood. Although some properties will be redeveloped and some removed for new development, some residents may be moved. The CRA will ensure that adequate facilities remain available to meet the needs of area residents when implementing its redevelopment programs and will ensure that residents who are relocated will find adequate replacement facilities.

3. Economic Development

The City's survival as a solvent governmental entity is dependent upon the generation of adequate tax revenues to meet the service needs of its residents. Projects that increase the overall marketability of the City as a commercial, recreational and residential area will ultimately increase the tax base.

Slum and blight have a negative impact on the tax base of the City and are self-propagating. Although there is often a tendency to focus on individual redevelopment projects at the expense of resolving underlying problems in order to set the stage for redevelopment, the existing and planned CRA projects and programs stress the importance of both. The success of this community redevelopment effort is largely dependent upon the economic vitality of the area. Through programs aimed at the elimination of slum and blighted conditions and improving the standard of living of its residents, the CRA hopes to provide the catalyst for the revitalization of the entire area. Additional projects aimed at increasing jobs, retail sales and other business activity in the area will complement the process and hopefully solve many of the underlying problems, which originally resulted in creating slum and blight.

4. Housing

The provision of adequate housing is one of the key determinants of a community's success. The older profile of the majority of the housing in the NWCRA indicates that development interest has concentrated elsewhere in recent decades. One area where the city has seen some recent activity has been in multi-family housing, which has provided affordable housing in several areas of the NWCRA.

Figures 4.15-4.16 – Varying housing conditions in the NWCRA

The housing market nationwide, but particularly in Florida, has gone through a turbulent boom and bust cycle in the last ten years. Housing was overbuilt, yet easy credit kept the prices high. The inevitable downturn, which began in 2006, has been particularly painful in Florida. Yet, it is important for public policy to look beyond short term market fluctuations and concentrate on long-term fundamentals. Housing will remain a universal need, and a community needs to position itself to provide an adequate supply of the right types of housing in the right locations.

For the most part, housing delivery systems are driven by the private sector, which depends upon certain local economic and market conditions, including the price of land, the availability of capital, cost of labor and materials, and demand for housing. Local government, particularly redevelopment agencies, can have an effect on the process through maintaining an adequate supply of buildable land and an adequate infrastructure to serve the future development. Local government in many cases must stimulate the housing delivery system by providing incentives and facilitation of the process or by actually being a developer itself.

The role of the NWCRA in this process will be one of active participation. By implementing programs that improve the overall area or provide financial opportunities to area residents to improve their living conditions, the NWCRA will create the incentive for additional private investment in the area. The programs found in this document are intended to provide incentives to developers and non-profit community development corporations to enhance housing development, both affordable and market rate.

5. Infrastructure

The provision of support infrastructure and community services will be the responsibility of the City in most cases; however, the NWCRA will participate when needed and in association with specific redevelopment projects, such as the Dr. MLK Jr. Boulevard streetscape beautification. On and off-site infrastructure improvements such as parking, roadway improvements, utility upgrades, and other improvements may be used by the NWCRA as incentives to secure private sector redevelopment.

Figures 4.17-4.18 – S*treets are generally in good condition, although utilities may need improvement.*

6. Recreational Facilities

Figures 4.19-4.20 – There are a number of parks throughout the NWCRA

As with infrastructure, the City, the County, and others will be responsible for the provision of recreational facilities for the residents except in cases where the CRA develops a specific program to develop facilities that encourage and enhance other programs such as affordable housing. The City's recreational facilities are varied and play an important part of the economic development of the Redevelopment Area.

The NWCRA was instrumental in the development of the E. Pat Larkins Community Center, located at Dr. MLK Jr. Boulevard and Blanche Ely Avenue.

7. Education

Although education is thought to be the sole responsibility of the Broward County School Board, the City, County and CRA will continue to joint venture and assist in the development of educational facilities in the Redevelopment Area. The CRA will act as a co-venture in future projects that promote a higher standard of education since high quality educational

institutions will attract residents to the Redevelopment Area, which in turn will act to improve the quality of the area and eliminate the blight.

Over the past ten years the School Board has made significant changes to the existing inner city schools by improving the physical condition of the schools.

C. Market Conditions and Development Potential

The revitalization of the older neighborhoods has been a focus of the NWCRA's efforts for many years. Old Downtown was seen as the essential center of the community, and the improvement of the entire City was seen as being contingent on re-creating a vibrant core. Despite the recent market downturn, the strategy has generated significant development and economic activity in the downtown. Lest recent events discourage further progress, a review of the history of these efforts should serve to re-affirm the redevelopment objectives, and to suggest some modifications to the strategy, if necessary.

1. Retail Market

Figure 4.21 – Old Downtown retail

Figure 4.22 – Auto oriented strip retail

Retail within the NWCRA today generally takes two forms: auto-oriented strip retail along the major thoroughfares, and to a lesser degree, traditional, neighborhood oriented service retail. Old Downtown is a special case example of the latter, providing many neighborhood scale services within a convenient, easily accessible environment, although it is poorly connected to the surrounding neighborhoods. The auto-oriented strips are generally viable, and serve a wider market, based on the traffic volumes on their respective streets. Atlantic Boulevard, for example, has larger uses that draw their market area from the entire City. They are less dependent on the demographic strength of the immediate area. Neighborhood retail, on the other hand, tends to reflect the needs of the immediately surrounding area. In most areas of the NWCRA, the neighborhood demographics are not strong enough to support an active retail environment.

Old Downtown has, by default, assumed the role of the local service commercial center for the area. Many of the spaces are too small to attract contemporary branded retailers, so a

variety of lower status uses have occupied them instead. Downtown as the traditional center of economic activity for a city became an outmoded concept. This pattern was true throughout the United States.

Revitalized downtown retail environments do exist however, and they typically involve a reconceptualization of the role of downtown retail. Downtown has to be a unique, niche market. It offers the kind of historic character, walkable streets, and cultural amenities that are difficult to match in a conventional shopping center. As such, it can target a much larger geographic area, 20 miles in radius. While the immediate neighborhoods around downtown did not experience much growth in the past few decades, this larger radius experienced very strong growth. A grocery store or drugstore typically relies on a market area of only a few miles, but a properly targeted downtown has to rely on other uses to draw from its larger market area. A true downtown should be an employment center as well, and the employees can help to support the local businesses.

A properly configured downtown environment must also try to accomplish several other objectives:

- The clustering of similar uses to promote synergy and pedestrian flow. This is important for uses such as art and antiques, where shoppers like to browse a number of similar stores to comparison shop.

- A comprehensive, area-wide approach to parking that relies on the users parking once and then walking. Indeed, the streets should be thought of primarily as pedestrian streets with traffic calmed and routed to consolidated parking facilities as soon as possible.

- Continuity of the pedestrian experience. Dead blockfaces, vacant lots, blank walls, and large parking lots all serve to diminish the interest of the pedestrian. Active, permeable and accessible shopfronts directly on the sidewalk serve to engage the pedestrian.

Since one is typically dealing with a multitude of different property owners and development conditions accomplishing this becomes challenging. It is difficult to compete with the controlled and tightly programmed environment of the mall, yet this, in effect, is what a successful retail district must do.

A good downtown retail environment can also tap underserved markets that are typically not targeted by the typical consumer establishment. Full-time retirees, seasonal residents, students, and business commuters are all potential markets for a downtown.

The uses best suited to this kind of an environment include:

- Art, antiques, local crafts, and specialty gifts.
- Dining and food specialties such as ice cream, bakeries, cafes, etc., especially those that can offer indoor and outdoor facilities.

- Entertainment, music, bars, and games.
- Specialty apparel and accessories.
- Tourist oriented items such as souvenirs, maritime themed goods, etc.

Downtown has to be managed as a coordinated retail environment. A consistent image campaign, marketing program, and area-wide promotions are essential. A central business directory and wayfinding system serves to unify the area.

2. Office Market

The demand for office space is related to the creation of new businesses as well as to the desire among existing businesses to move up to newer or better office space. Because of the recent demand for office space in the suburbs of Broward County, a potential market for medium sized projects exists within the Community Redevelopment Area, particularly when the market recognizes the advantages of being located in the downtown.

Much like the retail market, the office market is a niche market. Pompano Beach is not a large enough town for the downtown to be the central business district as with larger cities. It is not likely to attract the kind of large tenants that would occupy multiple floors of a traditional office building. It could, however, serve a variety of smaller professional businesses that generally only require a few thousand square feet of space.

Office space is a good use for the upper floors of a downtown building. In the historic area, the ground floor space should be reserved for retail or civic uses. Further away from Old Downtown, a small stand alone office building could also do well. In large part, this market can be met by the conversion of existing residential buildings. While this is a good way to allow for a transition in use and provide options for the re-use of historical structures, residential buildings are limited in usefulness for office use, although many smaller professional businesses use them.

3. Industrial Market

Figures 4.23-4.24 – Recent industrial development at the Pompano Center for Commerce

The industrial market in Pompano Beach is quite strong, and much of the available facilities are located in the NWCRA. The area is well served by roadways and railways and has traditionally been a center for industrial and warehouse facilities. Indeed, Pompano Beach captures about 30% of the market for all of Broward County for industrial space.

While the existing supply of industrial space seems more than adequate, especially given the soft economy of recent years, there is also ample room for future expansion of industrial uses. The recent development of the Pompano Center for Commerce, while largely vacant for the moment, provides a high quality facility that should attract quality tenants.

Industry has traditionally been one of the strengths of Pompano Beach's economy, and this component has to be supported in the future. The NWCRA is in a good position to capture future growth here, but needs to ensure that it can continue to supply quality space, well served by transportation and infrastructure.

4. Hotel and Tourism Market

Pompano Beach's future as an economically viable community is clearly linked to one of Florida's strongest industries, the tourism market. Yet it has not had a very strong hotel market. The best opportunities exist outside of the NWCRA, near the beach, but this would have to compete with the countless other similar hotels up and down the coast. A different market, for limited service hotels, is feasible due to the proximity to I-95. This would most likely be located along Atlantic Boulevard or Copans Road, if a suitable site were available.

5. Housing Market

Ultimately, the success of the redevelopment plan will be determined by the amount of residential development within the NWCRA. Residential uses drive demand for all other uses, especially retail and other commercial uses. As noted earlier in this plan, population growth in the neighborhoods has lagged well behind the pace in the rest of the county. Indeed, this was one of the principal drivers behind the formation of the NWCRA. The NWCRA has experienced the disinvestment seen in many older, traditional communities, as the residents moved to newer, larger homes with better amenities.

Like most cities, the predominant housing typology here is single-family detached housing. This housing formed the basis for the traditional "American dream." Yet, the demographic profile of the country is changing. No longer are we a country of nuclear families with school-age children. Indeed, these households represent only about 30% of all households nationwide. Other households of increasing importance include older, empty nest couples, young professionals, and singles. In Pompano Beach, affluent older retired and seasonal households are disproportionately represented.

The dilemma of the housing market in the CRA is a dual one. Large portions of the NWCRA consist of older neighborhoods, primarily containing single family detached homes. In many cases, these neighborhoods exhibit a general sense of slow stagnation and deterioration. The older housing stock is not attractive to today's buyers, who expect larger

homes with better amenities. The other side of the dilemma is that there are very few alternatives to the single family home. There are a few high density developments on the beach area, and some older duplex and multi-family buildings targeted at the less affluent population. There is very little housing targeted for the affluent, older household that may be interested in a more urban lifestyle.

The older neighborhoods represent a different challenge, however. Since these neighborhoods have long been subdivided into individual lots, it is very difficult to effect any kind of transformational change. This will have to be incremental infill redevelopment, lot by lot, and only likely when the perceived value of the area will support substantial reinvestment. Nevertheless, the CRA has been successful in assembling significant amounts of residential lots, and has been able to redevelop entire subdivisions. While recent neighborhood improvements area a positive step, the NWCRA is likely to have a surplus of older, smaller residential housing stock that is difficult to sell.

D. Neighborhood Impacts of Redevelopment Efforts

The following section describes the potential impacts of redevelopment efforts on the residential neighborhoods of the NWCRA. While neighborhood impacts have been considered for the specific redevelopment actions recommended in the Plan, it should be noted that many of these projects are in the early stages of planning. Therefore, some impacts resulting from their implementation may be determined at a later date, particularly as projects become more clearly defined.

1. Relocation of Displaced Residents and Businesses

Residential relocations are contemplated by this plan in connection with projects. While very limited relocations are anticipated, it is important to note that changing conditions and modifications to planned projects may result in some additional residential and/or business displacement. In the event that existing or future CRA projects do require the relocation of residents or businesses, a relocation plan will be submitted as a component of the project as part of the official action by the Board of Commissioners on the project.

It is also important to note that through the combined efforts of the NWCRA, the City, and private development, the neighborhood housing stock will be expanded and thereby provide opportunities for the relocation of residents elsewhere in the neighborhood.

To protect the residents and businesses within the Community Redevelopment Area, the NWCRA will formally adopt a relocation policy containing procedures for relocation. When required by redevelopment actions, the relocation of residents and businesses within the Community Redevelopment Area will follow the officially adopted procedures. Expenses and financial assistance required by these procedures will become the responsibility of the NWCRA.

2. Traffic

Although redevelopment actions will tend to increase overall traffic, the Community Redevelopment Area has an existing roadway network that serves the entire City. The City and the CRA have made substantial investments over the past ten years in improving the roadways, including street reconstructions, lighting, beautification, landscaping, traffic calming, and pedestrian walkway enhancement. These improvements will result in better traffic flow and, for smaller neighborhood streets, enhanced mobility for pedestrians and non-motorized transport.

The major impacts of the CRA's redevelopment efforts on the existing roadway network will occur through its efforts to revitalize Old Downtown and the neighborhoods. It should be noted that continued development and redevelopment of the compact downtown core should also encourage alternate means of transportation, particularly where employment and housing are within walking distance of each other. A component of the redevelopment effort is the provision of housing units near the Old Downtown area and other commercial concentrations so that many of the residents of these new housing units will be able to walk or bicycle to shopping or to work.

Although implementation of individual redevelopment projects may require improvements or modifications to the existing roadway network, these localized impacts will be reviewed when specific project designs are undertaken. It is also recommended that architectural and site-specific design solutions be considered to mitigate potential traffic and parking impacts of specific projects on adjacent residential neighborhoods.

3. Environmental Quality

The redevelopment actions proposed in the Plan are intended to improve the environmental quality within the Community Redevelopment Area. Several programs, such as the Loan Program and the Façade Program, allow residents and businesses in the area to make exterior improvements to their properties which they could not otherwise afford. It is expected that improvements associated with these programs will foster a new sense of community pride and spur additional revitalization efforts throughout the area, thus reducing slum and blighted conditions.

Streetscape and landscape improvements associated with many of the redevelopment projects will, when completed, upgrade the overall appearance of the area. Several projects, involving removal of existing uses, followed by full-scale redevelopment, will improve the appearance of several blocks within the downtown area.

4. Demand for Community Facilities and Services

Since the Community Redevelopment Area contains the oldest sections of the City, it has the availability of a full range of community services and facilities usually associated with urban areas. However due to the age of these facilities, there is a potential problem with their

conditions and obsolete design. Therefore implementation of individual redevelopment projects and streetscape beautification projects may require improvements or modifications to existing systems. In recent years the City, County and School Board has expended considerable funds on infrastructure improvements and beautification efforts. Much of the funds are derived from bonds issued by their respective governmental units.

The NWCRA is reasonably well supplied with park facilities, mostly in good condition. Opportunities to augment this with smaller pocket parks/dog parks could present themselves as residential infill moves forward. Recreational projects have been funded and will continue to be funded by the City and the County as well as the CRA.

At the present time there are a number of existing public schools within the CRA. Some of these schools have recently undergone renovation by the School Board. The Broward County School Board plans no other major actions affecting existing school facilities within the Redevelopment Area in the near future. The residential programs identified within the Plan will likely represent only a small percentage of overall County population growth and therefore will not have an effect on school population.

The CRA programs in this Plan will supplement those infrastructure projects of the City and County that it feels are important to fund in order to encourage private development in the area.

E. Consistency with the City's Comprehensive Plan

Florida Statutes require that the Community Redevelopment Plan be consistent with the City's Comprehensive Plan. In order to remain current in the fast-paced actions of the City and CRA, the Community Redevelopment Plan will have to be amended when programs are changed or as new programs and projects that were not included in the original plan are proposed. To maintain consistency with the City's Comprehensive Plan a two-tiered approach will be used during the amendment process.

The first step in the process is an administrative determination by the City Manager, or his designee, as to whether the proposed amendment is procedural/technical (e.g. changes to dates, amount of project funding, updating the program, etc.) or substantive (e.g. adoption of a new program). Under the former determination, the amendment would go directly to the City Commission accompanied by a written staff "finding." Under the latter, the amendment would first be review by the Planning and Zoning Board (LPA) for determination of consistency with the City's Comprehensive Plan and then forwarded to the City Commission with recommendations.

Since amendments to the City's Comprehensive Plan require a time consuming process and are allowed only twice a year except in cases of emergency, or as otherwise statutorily provided, the CCRA Plan may not at all time be completely assimilated into the Comprehensive Plan. Those portions of the CRA Plan and subsequent amendments that involve only the resources of the CRA will not be included within the City's Comprehensive

Plan. The CRA plan and subsequent amendments will be consistent with the City's Comprehensive Plan particularly the City's Capital Improvement Element.

ADDENDUM: NWCRA REDEVELOPMENT PLAN AMENDMENT – July 12, 2010

Hurricane Preparedness:

In January, 2010 the Comprehensive Plan of the City of Pompano Beach was amended – Ordinance No. 2010-19 - based on the City's most recent Evaluation and Appraisal Report (EAR). New hurricane protection policies were added to the Land Use Element of the Comprehensive Plan. The Pompano Beach Community Redevelopment Agency will ensure that CRA sponsored projects in the NW CRA District comport with Section 01.09.00 - *Objective: Hurricane Preparedness*, and the subsequent policies related to this objective of the City of Pompano Beach, Florida, Comprehensive Plan.

V. SECTION FIVE – THE REDEVELOPMENT PROGRAM

A. Community Redevelopment Agency Projects and Programs

The projects and programs of the Community Redevelopment Agency in the Northwest Community Redevelopment Area ("NWCRA") are designed to solve underlying problems that have a blighting influence on the redevelopment area, satisfy basic needs of the populace or take advantage of opportunities for economic, social or aesthetic improvement. Overall redevelopment strategies of both the CRA and the City are embodied within these projects and programs undertaken by the CRA.

The following sections provide a description of current and proposed projects and programs for which funding is provided or may be provided for the NWCRA Area. For organizational purposes, these projects and programs have been divided into three groups: Group "1": Planning; Group "2": Redevelopment; and Group "3": Community Improvements. This organizational structure is not however meant to be mutually exclusive, since many projects contain components, which fit into more than one category.

1. Group "1": Planning

1.1: "Community Redevelopment Area Planning"

Background

The City of Pompano Beach and the CRA together with many other organizations, businesses and individuals have completed a series of charrettes and studies for areas in the redevelopment area. These areas include the Old Pompano, MLK Boulevard, residential neighborhoods, and specific streets. The charrettes and studies produced reports, which have laid the groundwork for many of the programs that the CRA and City have implemented over the years. In addition, the studies have set the stage for future planning. The general planning program discussed below intends to provide the framework for future studies and evaluations of specific issues in the NWCRA Redevelopment Area.

Project Objectives

- Update the CRA Redevelopment Plan as necessary to incorporate new information and changed conditions.
- Update any Sub-Area or neighborhood plans as necessary to incorporate new information or changed conditions.
- Continue the planning process to improve long range strategies.
- Support the City's planning and housing efforts.
- Provide a basis for new ideas and research for grants.
- Identify new issues, which may arise which meet the objectives of the NWCRA area.
- Promote the arts and culture of Pompano Beach and especially the NWCRA area.
- Encourage both workforce housing and market rate housing in the district.
- Study the opportunities for the creation of public open spaces.

- Study infrastructure needs.
- Encourage the construction of parking, both public and private, to meet the current and future demand.
- Promote historic preservation.
- Increase employment and business opportunities in the area.
- Improve street appearance by beautification.
- Improve building conditions and appearance.
- Improve street conditions and pedestrian activity through traffic calming.
- Provide continued support for the mass transit principals.

Project Description

- Study the parking needs, issues, and requirements in each sub-area, including retaining parking consultants.
- Study the feasibility of creating parking assessment districts to improve the parking in a specific area.
- Evaluate automobile and pedestrian traffic patterns and make recommendations for improving roadways and walkways.
- Evaluate and implement the way-finding needs of the redevelopment area.
- Provide support to the City for a historic building survey in the redevelopment areas.
- Create programs for encouraging the preservation of historic structures, including utilizing adaptive reuse.
- Study building codes, zoning regulations and land development regulations in order to improve the redevelopment process and implementation, particularly housing, commercial and industrial.
- Create design guidelines in sub-areas or neighborhoods in order to encourage quality development.
- Identify important structures and properties for acquisition and redevelopment.
- Study the feasibility of establishing assessment districts or business improvement districts within the NWCRA Redevelopment Area in order to accelerate improvements.
- Study funding sources for housing, commercial, public infrastructure and industrial development including industrial revenue bonds.
- Evaluate mobile home parks, brownfields, junkyards, foreclosed and tax delinquent and underutilized properties for reuse and redevelopment.
- Create a series of master plans for sub-areas including Old Pompano, City Hall, MLK Boulevard, Collier City neighborhood, Hunters Manor neighborhood, Branch Ely High School neighborhood area, and the industrial areas.
- Identify infrastructure requirements which will be needed to accommodate the ultimate level of development intensity.
- Review long-range infrastructure needs.
- Increase housing opportunities, both workforce home ownership in the neighborhoods and market rate housing in the commercial areas.
- Encourage minority business development.
- Study and plan all issues that relate to meeting the objectives of the NWCRA.

- Study "green" infrastructure for existing and future public and private structures and facilities.

2. Group "2": Redevelopment

2.1: "MLK Boulevard Improvement Program"

Background

Dr. Martin Luther King, Jr. Boulevard (MLK,) stretching from Dixie Highway on the east to the CRA's western boundary at the Turnpike, is an important commercial roadway in the CRA. The commercial road was historically called Hammondville Road, and the western most part of the road is still defined with that name (west of Interstate 95). It historically was an economically vibrant strip, lined with restaurants, jazz spots, hair salons, clothing stores, and other retailing catering to the nearby residents. However the advent of shopping malls in the suburbs doomed its commercial viability beginning in the 1960's.

The City has made several important public improvements on MLK Boulevard including the beautification of the roadway from Dixie Highway to Northwest 6th Avenue. In addition, the City constructed a community center, called the E. Pat Larkins Community Center, in 2006. The Center provides space for theatre, meetings, events and exhibitions. The City now partners with the CRA to carry out the redevelopment of the roadway. Dr. Martin Luther King, Jr. Boulevard can become the area's new downtown commercial corridor. It is envisioned that it will contain a mix of uses including retail, office and residential.

Project Objectives

- Provide economic stimulation and increase investment on MLK Boulevard.
- Eliminate blighted conditions along MLK Boulevard.
- Encourage minority business development.
- Create jobs for the area residents.
- Acquire land over a long term in order to aggregate sites sufficiently large enough to encourage redevelopment.
- Development of programs, events, and projects, which attract new consumers to MLK Boulevard.
- Improve the visual appearance of existing structures.
- Improve pedestrian areas.
- Improve parking for consumers and tenants.
- Improve perceptions of nighttime safety for visitors by adding street lighting.
- Support a merchant's association once a critical mass of merchants is established.
- Enhance the pedestrian nature of streets leading into the MLK Boulevard.
- Assist in promoting MLK Boulevard as a neighborhood-shopping destination.
- Recruit businesses to relocate to the area.

Project Description

- Continue the street beautification of MLK Boulevard, including Hammondville Road, to the western boundary.
- Provide grants and loans for building façade improvements.
- Establish an art in public places program
- Develop a program with a merchant's association.
- Work with the sheriff's department for added security.
- Establish uniform sign and design guidelines.
- Establish a street banner program.
- Research and implement a business improvement district, if feasible.
- Support cultural events to attract consumers to the Boulevard.
- Provide grants and loans to property owners to correct code deficiencies.
- Provide financial assistance for infill development including parking lots and structured parking, for public and private spaces, demolition, environmental clean-up, architectural design, and other incentives outlined in other programs of the Plan.
- Provide architectural, engineering and planning assistance for infill development as well as for rehabilitating existing structures.
- Provide incentives to small businesses for relocation or creation of a new business located on MLK Boulevard.
- Redevelopment projects may be joint public/private ventures between the CRA and private developers.
- A major component of the program shall be site acquisition, assembly and resale for redevelopment. The CRA may also acquire property for construction of centralized parking facilities to service the surrounding areas. The parking lots constructed under this program may be municipal lots entirely for public use, may be sold or leased to private entities or may be a combination of both. Private users located in the surrounding areas may make arrangements to pay the CRA or other public or private entity a fee to lease or purchase enough parking spaces to meet City parking requirements for their use.

2.2: Downtown Redevelopment – "Old Pompano Beach"

Background

The CRA and the City have acquired several parcels of land in the old Pompano Beach downtown, called "Old Pompano Beach," for the purpose of eliminating slum and blight. Recently a planning study was conducted for the small historic urban center to provide design standards for street improvements including landscaping of public right of ways. Old Pompano Beach serves as the headwaters of a NWCRA area priority, the development of Dr. Martin Luther King, Jr. Boulevard. The four block area, more or less, will eventually serve as the host for a mass transit station. The CRA desires that the station be located on Flagler Street. The old downtown is severely deteriorated and contains several historic vacant buildings. The CRA desires to save the historic buildings and assist in rehabilitating the commercial buildings.

Project Objectives

- Provide economic stimulation and investment in the NWCRA area.
- Improve marketability and demand of the old downtown retail core and provide a stimulus to MLK Boulevard retail.
- Increase nighttime activity in the center.
- Preserve the historic buildings and history of the area.
- Provide neighborhood services to the nearby residential neighborhoods.
- Provide a complementary anchor to the city and county public uses across Atlantic Boulevard.
- Provide an urban retail center for future transit commuters and provide additional parking for transit.
- Create jobs in the center area and MLK Boulevard.
- Support the historic green market
- Provide a link between the MLK commercial corridor development and the new City Hall block development.

Project Description

- Development of a sustainable commercial area that may include mixed used with office and residential.
- The CRA may offer incentives to attract major tenant(s) including but not limited to financial assistance for parking, architectural and engineering design, off-site and on-site infrastructure and others. Refer to other incentive programs in the Plan for a more detailed description.
- The CRA may acquire buildings and land in order to accelerate the redevelopment process.
- Provide a public park or green space to anchor the commercial center.
- Provide infrastructure for nighttime activity and weekend activity such as a green market.
- Provide basic infrastructure for the area.
- Provide infrastructure for transit and coordinate with Broward County and the State of Florida and Tri-Rail.
- Develop local transit complementary with regional transit.
- Construct parking garages and parking lots for local and regional consumers and businesses.
- Beautify the area for pedestrians, retail and office users.
- Provide incentives to other public and non-profit entities to relocate to the area.
- Provide funding for cultural facilities.

2.3: "Main Street Pompano Beach"

Background

The Main Street program in Pompano Beach does not exist today. However, in the future the program may be a useful tool to organize the businesses in Old Pompano and MLK Boulevard to execute the principles of Main Street. The Main Street Program was developed by the National Trust for Historic Preservation and has a proven record of success in numerous historic districts. Their four point approach focuses on Organization, Promotion, Design, and Economic Restructuring. Typical strategies include creating design standards for the new downtown, creating a viable organization to carry forward its programs, promote the downtown through advertising and promotion and be a major catalyst along with the City, CRA, Chamber of Commerce, Economic Development Council, and other organizations in restructuring the economics of the core. Normally Main Street organizations are strongly devoted to historic preservation as a tool for economic revitalization and the opportunity in the CRA is to join three sub areas: Old Pompano Beach, the Civic Core (City Hall and the proposed Library) and Dr. MLK Jr. Boulevard ("the new downtown").

A Main Street organization would operate under a 501(c) (3), non-profit corporation. The CRA's approach to downtown revitalization will be one of supporting, assisting and funding programs of the organization.

Project Objectives

- Physical and economic revitalization of the older and new downtown areas.
- Create a strong downtown center that will influence revitalization efforts in the adjoining neighborhoods.
- Enhance the pedestrian nature of downtown streets, particularly Dr. Martin Luther King, Jr. Boulevard and the City Hall/Library center.
- Enhance security and clean up.
- Provide façade improvement loans and grants.
- Assist in promoting downtown as a destination.
- Recruit businesses to relocate in the downtown.
- Market the unique qualities of Pompano Beach.

Project Description

- Support the creation and administration of a Main Street program.
- Provide grants and loans for the marketing of the new downtown including events, advertising, and other media.
- Support business recruitment for the downtown.
- Provide grants and loans for downtown cultural organizations and murals and art works.
- Provide matching grants and loans for redevelopment.
- Provide incentives for businesses and property owners.
- Provide grants for security and clean up.

2.4: "Mixed-Use Commercial and Residential Infill Redevelopment"

Background

The City and CRA, as part of their long range strategy for redevelopment, wish to encourage private development on infill sites in all of the sub-areas of the NWCRA redevelopment area. The City and CRA have expended great resources in improving the infrastructure and the appearance of many parts of the NWCRA. Now that a great deal of groundwork has been established, the time is ripe for the private sector to invest their capital in response to the public investment that has been made in the last twenty years. Infill sites can be as small as a single lot for a new home or as large as the 15 acres assembled on Dr. Martin Luther King, Jr. Boulevard.

Project Objectives

- Provide economic stimulation and private investment in the sub-areas of the NWCRA.
- Assemble sites sufficiently large for small, medium and large-scale projects.
- Improve marketability and demand of the retail in the NWCRA sub-areas.
- Provide additional neighborhood shopping opportunities and services for area residents.
- Increase nighttime activity in the commercial areas.
- Provide housing opportunities both affordable and market-rate.
- Eliminate blighting influences.
- Create jobs in the NWCRA area, in particular, white collar and office jobs.

Project Description

- Development of mixed-use redevelopment projects, housing projects and commercial revitalization projects.
- The CRA may offer incentives to attract major tenant(s) including but not limited to financial assistance for parking, architectural design, off-site infrastructure, new construction, rehabilitation construction and others. Refer to other incentive programs in the Plan for a more detailed description.
- The NWCRA may offer incentives to encourage mixed-use projects including but not limited to financial assistance for parking, architectural design, off-site infrastructure and payment of utility connection fees, impact fees and other public and private development costs. Refer to other incentive programs in the Plan for a more detailed description.
- The City and CRA will study building, zoning and other land development regulations for infill buildings and make recommendations to the City Commission for changes to the respective codes in order to encourage infill development.
- The NWCRA will acquire infill sites for the purpose of reselling to the private sector. The sites may require multiple acquisitions, demolition of structures, environmental clean-up, site planning analysis, market research and other investigations by the CRA in order to enhance the sale of sites.

- Acquire blighted buildings for resale to commercial and industrial users.
- Acquire property for public or private parking.
- Review parking and other zoning and use standards in the land development regulations and suggest change to encourage infill redevelopment.

2.5: "Commercial Corridors Improvement Program"

Background

The NWCRA contains several commercial corridors including MLK Boulevard (discussed in specific program above), Dixie Highway, Powerline Road and West Atlantic Boulevard, NW 27th Avenue and NW 31st Avenue and several pockets of neighborhood commercial streets. This program is designed to build upon previous redevelopment efforts and set the stage for future initiatives to improve the commercial corridors for business, retail and office.

Project Objectives

- Provide economic stimulation and increase investment in the downtown core.
- Increase nighttime activity.
- Provide street lighting to help improve pedestrian accessibility and the perception of nighttime safety.
- Improve visual appearance of existing structures.
- Improve pedestrian areas in front of commercial land and buildings.
- Strengthen the relationship between parking areas and destinations for downtown workers and visitors.
- Improve perceptions of nighttime safety for downtown visitors.

Project Description

- Establish sign programs, including regulations, and design guidelines.
- Continue the improvement of streets, alleys, and other right-of-way improvements.
- Establish a valet parking system, particularly for restaurants and special events.
- Establish a sidewalk vendors program.
- Provide grants and loans for façade improvements to properties.
- Establish a program for "art in public places."
- Provide grants and loans to property owners to correct code deficiencies in existing structures.
- Provide grants and loans for the redevelopment of historic structures.
- Provide financial assistance for the development of parking lots and structured parking, for public and private spaces.
- Establish a street banner program.
- Provide architectural and planning assistance to private and public projects.
- Establish a newspaper rack plan including design, location and maintenance, for approval by the commission.
- Provide funds for events and marketing.

- Assist the merchants and property owners in establishing a merchant's association.
- Provide funds for "brownfield" remediation

2.6: "Neighborhood Improvement Program"

Background

When the NWCRA was established in 1989, the neighborhoods of the northwest were severely blighted. Over the past twenty years, much has changed. Once severely crime ridden, the area has improved with the clearance of many substandard structures and the building of both multi-family and single-family neighborhoods. The residential neighborhoods contain valuable consumers who must be attracted to the NWCRA's new downtown to shop. These neighborhoods represent the first band of urban housing outside of the Dr. Martin Luther King, Jr. Boulevard area and other commercial corridors such as NW 27th Avenue and they should be preserved, revitalized and enhanced. The City has established the revitalization of these neighborhoods as one of its primary goals. For this reason the NWCRA's program will aid in the revitalization process.

Project Objectives

- Elimination of blighting influences.
- Physical and economic revitalization of the neighborhoods.
- Increase resident participation in the revitalization process.
- Maintain the character of the neighborhood.
- Encourage a mix of income groups in the residential areas.
- Provide sites for older houses displaced by redevelopment.
- Improve the appearance of the area.
- Improve safety for residents and their guests.
- Improve visual appearance of existing structures.
- Improve the livability of the neighborhoods.
- Promote home ownership.

Project Description

- Acquire blighted property for redevelopment.
- Partner with the City on neighborhood code enforcement.
- Acquire problem properties, rehabilitate and resell to homebuyers.
- Establish maintenance and clean-up programs to eliminate trash, unsightly structures, and other blighting influences.
- Establish added security for the neighborhoods with the sheriff's department and neighborhood associations.
- Provide grants and loans for correcting code issues in single family residences.
- Provide emergency funds to assist very low income residents.
- Acquire single-family and multi-family structures for conversion to single-family home ownership.

- Provide grants and loans to homebuyers for rehabilitating blighted and/or historical residential structures for home ownership.
- Provide emergency funds for homeowners in dire need to correct life threatening housing conditions.
- Establish a special incentive program for city employees to acquire residential structures in the neighborhoods for home ownership. The incentives include, but not limited to, low interest loans for acquisition and rehabilitation, grants and loans for conversion of multi-family structures to single-family, down payment assistance, and architectural, engineering and planning assistance.
- Provide home improvement grants for correcting code deficiencies and energy efficiency.
- Provide architectural assistance for new construction and rehabilitation of existing structures.
- Provide funds for the upgrading and/or replacement of all infrastructure including water distribution, sanitary sewer collection, storm water collection, road building and resurfacing, sidewalk, street lighting, landscaping, and other infrastructure.
- Provide funds for "brownfield" remediation.

2.7: "Workforce Housing and Market Rate Housing"

Background

The City and the CRA have a goal of improving the NWCRA redevelopment area. The area has many positive attributes including historical structures and affordable homes, but the area is also blighted, dominated in certain areas by rental housing and in a state of disinvestment. If a prospective homebuyer were to evaluate the area as a potential site for a home, it would be clear that the cost of rehabilitating an older home together with the purchase price would exceed the fair market value of the home after renovations. In addition there are a substantial number of vacant lots in the area and many of the structures in the area have been converted to multi-family rentals.

The overall objective is to invigorate the neighborhood with new homebuyers and establish the area as a viable home ownership community.

Project Objectives

- Provide decent, affordable housing for residents who are of low to moderate-income level. Market rate housing may be included.
- Stabilize and preserve the neighborhoods through redevelopment and the elimination of slum and blight.
- Encourage fee simple home ownership.
- Reduce the number of blighted multi-family structures in the neighborhood.
- Provide housing either rental or for-sale for senior residents.
- Provide workforce housing either rental or for-sale for the residents.
- Work directly with the City's Office of Urban Housing Improvement on individual single-family homes, subdivisions, workforce and senior housing.

Project Description

- The target area for establishing workforce housing must consider all of the NWCRA area. However, emphasis will be initially given to Collier City, Hunter's Manor area, neighborhoods north of MLK Boulevard, and neighborhoods anchored by Blanche Ely High School and several prominent churches.
- The details of the program may be set forth in program guidelines adopted by the CRA. Components of the program may include, but are not limited to the following:
    - Home Buyer Assistance (subsidies secured by CRA soft junior mortgages).
    - Credit Enhancement for Builders through loan guarantees for a portion of construction loans for speculative homes.
    - Permanent Loan Assistance with interest subsidies or direct low interest loans
    - Homebuyer's marketing program.
    - Referral of prospective homebuyers to other agencies, which provide education on home ownership and credit repair.
    - Architectural and engineering design assistance to builders, homebuyers, and non-profits at minimal cost.
    - NWCRA acquisition of land and vacant residential lots and residences for resale and development or redevelopment.
    - Development of subdivisions for the creation of very low, low and moderate income housing.
- Apply for grants and other aid to enhance the program including economic development, credit repair, beautification projects and administration.
- Support and aid local homeowner's associations with management and problem solving.
- Provide grants to homebuyers converting multi-family structures to single-family home ownership.
- Provide additional incentives for all employees of the City who purchase structures for home ownership.
- Provide additional incentives to historic structures.
- Provide grants to homebuyers and builders for payment of utility connection fees and county impact fees and other governmental fees.
- The CRA may also provide the above services as part of a joint program between other public and private sector participants.
- To supplement the program, the CRA may assist the County Sheriff's Department to improve security in the area through the purchase and rehabilitation or construction of one or more housing units within the target area for use as police substations. When these substations become unnecessary, they will be recycled as affordable housing.
- The CRA may also provide, on a temporary basis, vacant lots leased to the City or to neighborhood associations for use as community gardens, open space, or neighborhood parks.
- Provide architectural and engineering design for sample affordable housing structures, including the issuance of a design competition.

2.8: "Historical Preservation Program"

Background

The City of Pompano Beach and the CRA desire to support historical preservation. The benefits of historical preservation are numerous. Historical neighborhoods and historical commercial areas feature buildings and homes built close to the street. Abundant sidewalks and the proliferation of front porches create a pedestrian friendly environment. This creates an increase of social interaction that not only is good for creating a sense of community but also increases the "eyes on the street," which in turn results in a reduction of crime. Historical preservation makes good economic sense as well.

This program's intent is to educate the public as to the benefits of historical preservation so they will support the NWCRA's preservation activities, and to encourage preservation both in the neighborhoods as well as in the commercial areas. The tools in this program can be utilized with other programs in the Plan.

Project Objectives

- Preserve the heritage of Pompano Beach.
- Use historical preservation as a tool for economic restructuring.
- Utilize historical preservation to combat and eliminate blight.
- Encourage residential restoration of historical buildings.
- Maintain and restore public historical buildings.
- Encourage the compatibility of historical structures and new structures in residential and commercial areas.
- Utilize the historical architectural styles of Pompano Beach as a reference for new construction styles.
- Provide sites for historical buildings displaced by redevelopment.

Project Description

- Support a downtown historical district.
- The CRA will purchase vacant lots for use for new, low and moderate-income housing and for sites for historical homes displaced by redevelopment in the NWCRA area.
- Support historical building renovation standards that meet both the Department of Interior Standards and the City's building codes.
- Provide grants and loans for historical façade restoration, including removing façade easements in return for such incentives. Any structure receiving assistance by the NWCRA and/or City must be listed on the local historical preservation register.
- Provide grants and loans for parking facilities for commercial historical structures, which are in need of assistance.

- Review and recommend changes to the building codes, zoning codes and other land development regulations for adaptive reuse and renovation of existing historical structures.
- Plan, survey and create historical neighborhoods; designating neighborhoods as historical, such as the area along Dr. MLK Jr. Boulevard between NW 7th Avenue and NW 10th Avenue.
- Provide architectural, engineering and planning assistance to the private and public sector for historical preservation projects.
- Acquire historical buildings, which are threatened by decay and/or demolition and provide, if required, structural and façade improvements in order to maintain the historical integrity of a structure and resell to the private or public sector for redevelopment.
- Acquire historical buildings, which are underutilized and are ripe for redevelopment. The CRA may provide if required, structural and façade improvements in order to maintain the historical integrity of a structure and resell to the private or public sector for redevelopment.
- Acquire land for purposes of adding property to a historical redevelopment project for parking and open space.
- Acquire land for purposes of providing a site for any historical structure threatened by demolition. The program will include the acquisition of the threatened structure, the moving of the structure to a new site and the construction of adequate foundation for the structure. The CRA may provide if required, structural and façade improvements in order to maintain the historical integrity of a structure and resell to the private or public sector for redevelopment.
- Provide incentives to businesses located in historical structures.
- Provide funding for the restoration of the old fire station and its equipment.

2.9: "Industrial Area Improvement Program"

Background

Pompano Beach's industrial area rests in the northwestern part of the NWCRA area, west of Interstate 95. In many cities in South Florida older industrial areas are being replaced by residential and commercial uses. New industrial areas are being created in the suburbs. However the Pompano Beach industrial area is strategically located close to the interstate and Florida turnpike as well as close to two major rail lines. In fact, Pompano Beach sits in the middle of a large market area for goods and services and represents one of the largest collection of industrial uses in the State of Florida with over 30,000,000 square feet of leased space. Uses vary in the industrial area including warehousing, manufacturing, distribution and office/warehousing.

One characteristic of the Pompano Beach industrial area is that sites vary in size and some lack infrastructure. Many of the older buildings lack adequate parking for employees and streets lack landscaping, lighting and drainage. The challenge of redevelopment is to improve the infrastructure, to aggregate small lots in order to construct larger, more modern facilities and to market the area as an important location for business. The potential for

redevelopment is great but over the years developers and users have overlooked it. There exists many opportunities for infill development and this program is designed to be a catalyst for redevelopment.

Project Objectives

- Provide economic stimulation and increase investment in the area.
- Create a uniform signage strategy at strategic locations to help "brand" the district.
- Eliminate blighted conditions in the area.
- Improve the infrastructure in the area over time, including but not limited to drainage improvements, lighting, parking, sidewalks, and landscaping.
- Acquire land over a long term in order to aggregate sites sufficiently large enough to encourage redevelopment.
- Provide programs, events, and projects, which attract new users to the area.
- Improve visual appearance of existing structures and pedestrian access to parking areas.
- Investigate the creation of an industrial merchants' association to promote the area.
- Recruit businesses to relocate in the area.
- Provide incentives for existing industries and recruited industries.
- Clean up any brownfield sites.

Project Description

- Provide grants and loans for building restoration, site improvements and infrastructure.
- Provide grants and loans for parking facilities for commercial structures.
- Review and recommend changes to the building codes, zoning codes and other land development regulations renovation of existing structures.
- Provide architectural, engineering and planning assistance to the private and public sector for infill and redevelopment projects.
- Acquire properties and/or vacant land, which are underutilized and are ripe for redevelopment. The CRA may provide if required, incentives described in other programs in the Plan in order to encourage redevelopment and resell to the private or public sector for redevelopment.
- Work with the City on intensifying code enforcement.
- Research and implement, if feasible, an industrial merchants' association.
- Provide grants and loans to property owners to correct code deficiencies.
- Provide financial assistance for infill development including parking lots and structured parking, for public and private spaces, demolition, environmental clean-up, architectural design, and other incentives outlined in other programs of the Plan.
- Support the City and other agencies on a master drainage design and implementation plan.
- Develop a master plan for the sub-area.
- Work with County to provide Industrial Revenue Bonds for an important project.

- Initiate a brownfield study of the area and seek brownfield grant funds for remediation and redevelopment.
- Provide funds for “brownfield” remediation.
- Research and provide Brownfield cleanup. Utilize Brownfield grants for cleanup and redevelopment.

2.10: "Cultural and Educational District”

Background

The NWCRA and the City have determined that that its downtown and the community as a whole should be an arts and education magnet for its residents and surrounding neighbors in the County. The creation of an arts’ district is less a geographical determination but rather a business plan and marketing plan. The Arts’ District would include all the performing and visual arts and culinary arts, which include dance, signing, theatre, music, painting, sculpture, graphic design, cooking, pottery, and many other mediums. Pompano Beach has the beginning of a cultural and educational district in the downtown with the proposed history museum on MLK Boulevard.

In 2004 the community expressed the need for two new community schools, a middle school and an elementary school, to be located on Hammondville Road east of Powerline Road. The CRA will discuss this concept with the School Board.

The program described below includes assisting the cultural arts and education with marketing, subsidies, education and training.

Project Objectives

- Provide economic stimulation and investment in the downtown and commercial corridors.
- Improve marketability and demand of the retail core.
- Increase nighttime activity in the downtown.
- Provide more parking in the downtown area.
- Create jobs in the downtown area.
- Establish an artists’ cooperative and major program for art in public spaces.
- Attract new arts organizations.
- Attract new consumers to the downtown.
- Provide housing for artists.
- Work with Broward College and the Broward County vocational schools with establishing locations in the NWCRA.
- Work with the Broward County School District to improve lower (elementary, middle and high school) school facilities.

Project Description

- Development of arts related retail and educational facilities in the downtown, including but not limited to galleries, schools, performance halls, and other.
- Market Pompano Beach's downtown as an arts and educational district.
- Expend funds for events and advertising.
- Expand a revolving and permanent "art in public places" program.
- Extend the arts concept to the industrial areas where artists have need of larger spaces.
- The CRA may offer incentives to attract major tenant(s), artists, and developers including but not limited to financial assistance for training, leasing, parking, architectural and engineering design, off-site infrastructure, payment of utility and impact fees, and other development costs. Refer to other incentive programs in the Plan.
- Establish community gardens in neighborhoods, commercial districts and public lands.
- Other aspects of the program may include housing for artists and performers. The artists would receive a below market rental rate in housing owned by the CRA or private sector owners.
- A future phase of these programs may include but not be limited to the solicitation of RFP's from private developers, non profit organizations, selection of project developers, design projects, project economic feasibility studies, advertisement for disposition of property to be acquired by the CRA for the implementation and construction of an arts' project.
- Other phases would include but not be limited to the implementation of project development, including the acquisition and disposition of property required for the project participation and the construction of the project and other matters.
- Provide grants and loans for downtown murals and art works.
- Provide funds for educational facilities.

3. Group "3": Community Improvement Programs

3.1: "Small Business Lending and Job Placement Program"

Background

The City and NWCRA have laid the groundwork through its public investment to attract private investment in the redevelopment area. A microenterprise loan program was initiated in 2005 by the City's Office of Housing and Urban Improvement utilizing Community Development Block Grants. In 2008 the CRA stepped in and funded the program and loans to small entrepreneurs commenced. The program by the end of Fiscal Year 2009 had made 19 loans. The CRA believes that access to capital and technical expertise will be important for future entrepreneurs. Therefore, this program has been created to assist businesses, even those that have little experience but wish to open a new business. It is considered by experienced building owners that one's best prospects for vacant space can often be found in

your own backyard. Some of the future tenants and developers of Pompano Beach will be those who reside in the community and have a stake at seeing it improve.

The intent of one part of this program is to develop a pool of money from both the NWCRA and one or more local banks, which could be used to provide loans to Community Redevelopment Area businesses for expansion and or the establishment of a new business. As an incentive and inducement, the NWCRA may assist borrowers by buying down the interest rate that banks charge and effectively enable the lenders to make low interest loans.

In addition the CRA wishes to accelerate redevelopment by assisting businesses and real estate developers by providing credit enhancement to commercial borrowing. The CRA will provide loan guarantees, debt service guarantees and even direct lending (either senior debt or junior debt) and equity joint ventures consistent with Florida Law.

Project Objectives

- To enhance the physical appearance of the NWCRA District.
- To eliminate and prevent the spread of slum and blighted conditions.
- Create incentive for spin-off investment within the area.
- Increase investment within current NWCRA projects.
- Stimulate new business activity.
- Educate the new entrepreneurs of the future.
- Attract new industry to the area.
- Create jobs, particularly those residing in the redevelopment area and in the city.

Project Description

- Provide funds for a loan pool for businesses to make permanently fixed interior and exterior improvements, equipment purchases, governmental fees, and other business uses as approved by the CRA; and, to landlords/building owners to make permanently fixed interior and exterior improvements in preparation for lease to business tenants or to make additions to their structures as part of a business expansion.
- The CRA will maintain policy guidelines regarding loan limits, subsidy levels, project eligibility and list of qualified improvements.
- Loans may contain a provision that the CRA will pay for part or all of interest charges by the banks or the CRA.
- Work with non-profit organizations to secure grants for the loan pool.
- Create an incubator program in which small businesses may use office space provided by the CRA and receive training for marketing, finance and other business functions.
- Grants to entrepreneurs for business development courses at an approved educational institution.
- Grants for training workforce particularly in order to attract a new industry to locate in the NWCRA Area.
- Support a mentoring program for entrepreneurs where established businesses provide a watch over a new business. Utilize the resources of SCORE or outside consultants.

- Work with Broward College, Goodwill Industries and the Workforce Program to train residents of the NWCRA Area for jobs in the City.
- The CRA may provide its own funds for a loan program, including real estate loans, micro enterprise and business loans.
- The CRA may collaborate with banks and other loan funds to create a pool of loan funds.
- The CRA may set aside funds for a loan guarantee program in which banks provide loans and the CRA provides a guarantee for the loans.
- Create a job placement center in which the CRA together with the City and other private and public agencies assist residents in finding jobs, particularly jobs created by new development in the NWCRA.
- Promote job opportunities through job fares in conjunction with the City, Chamber of Commerce and other institutions.
- The CRA may provide credit enhancement to business loans and real estate loans by providing debt service guarantees, permanent mortgage "take-outs," and full loan guarantees consistent with Florida law.
- The CRA may provide equity to real estate developments and enter into participation and joint venture agreements, either as general partners or limited partners consistent with Florida law.

3.2: "Site and Building Development Assistance Program"

Background

In order to assist private sector redevelopment efforts, the CRA, through an annual allocation of funds, will provide assistance for site development on a case-by case basis for private development and redevelopment projects, including site design and engineering.

Project Objectives

- Encourage private redevelopment initiatives by providing assistance to overcome technical, administrative and economic obstacles to the site development of selected projects within the Community Redevelopment Area.
- Increase investment within current NWCRA projects.
- Provide economic stimulation and increase investment in the Area.

Project Description

- Use of the allocated funds for individual projects shall be solely at the discretion of the CRA, and the Board may set from time to time a series of policies and guidelines for the program.
- Use of loans, grants and direct contracting of work by the CRA for site development purposes.
- In order to preserve the City's historical heritage, the CRA may provide grants for the relocation of historical structures. These grants may be paid to the property owner in annual installments, equal to a percentage of the Tax Increment Revenue received by

the CRA due to the increased assessment on the property where the structure has been renovated/relocated. The CRA Board will maintain Policy guidelines regarding grant limits, annual payment amounts (based on percentage of TIF revenue), and time frame over which a grant is to be paid.

- In order to assist larger redevelopment projects, the NWCRA may also provide the following:
  - Grants to developers paid in annual installments, equal to a percentage of the Tax Increment Revenue received by the NWCRA due to the increased assessment on the property.
  - Credit enhancement to developers wherein the CRA pledges its full faith and credit to the developer's lender for payment of a portion of the loan. The enhancement may be a percentage of the loan amount or may be a pledge to provide adequate debt service coverage.
  - In order to qualify for either the grant or the credit enhancement, a redevelopment project must reinforce the overall CRA redevelopment effort. This may occur by creating jobs, increasing surrounding property values, preserving a historical structure, providing a cultural amenity or by any other means approved by the CRA Board.
  - The CRA Board will maintain Policy guidelines regarding grant limits, annual payment amounts (based on percentage of TIF revenue), and time frame over which a grant is to be paid.
  - The CRA Board will maintain Policy guidelines regarding credit enhancement including the amount, time limitations and other issues.
- Grant and Loan program for the improvement of commercial structures, particularly but not limited to MLK Boulevard, Atlantic Boulevard, Dixie Highway, NW 27th Avenue and NW 31st Avenue within the NWCRA Redevelopment Area.
- Grant and Loan program for signage on commercial structures.
- Provide architectural design fees to projects selected by the Board.
- Provide a grant or perform directly for structural analysis, fire code deficiencies, handicap accessibility issues, and other building code issues and/or repair of items found in the analysis of existing buildings selected by the CRA.
- Provide parking and traffic analysis of selected projects and provide subsidies including financial assistance for construction and maintenance. Part of the criteria for selecting a project for assistance is the ability to jointly share the use of parking by the public on off-peak times.
- Provide grants and loans for utility relocation if the relocation is deemed critical to the economic feasibility of the project and if the relocation results in an enhanced site design.
- Provide grants and loans to businesses for the purpose of attracting the business to the NWCRA Area and for moving existing business because of expansion or because the moving results in attracting an additional business for the NWCRA Area.
- Provide water and sewer impact and connection fee assistance for selected projects.
- Provide environmental clean-up assistance for selected projects.
- Provide job creation bonus program for office and manufacturing businesses based upon the economic impact of the business on the redevelopment area and based upon the level of employee wages.

3.3: "Marketing and Events Program"

Background

In the past, the CRA has provided only a small amount of funding for community events and marketing. Since the programs and projects of the CRA have a direct impact on the residents and businesses of the district, the CRA expenditures for marketing and events are necessary in order to promote new redevelopment projects and promote existing retail tenants. Events are also a good source for finding new entrepreneurs for existing and future retail, office and industrial. Finally, events are a way of promoting an area and creating a positive impact on consumers.

Program Objectives

- Market the NWCRA area to residents, commercial interests and the surrounding regional market.
- Attract consumers to the businesses of the NWCRA.
- Find new entrepreneurs for the NWCRA.
- Further the goals of the NWCRA through participation of community events.
- Improve the image in the eyes of the consumer of the NWCRA.
- Brand the NWCRA and its sub-areas, including the industrial parks, in order to attract consumers.

Program Description

- Promote and sponsor community events, projects and programs that will lead to stabilization and expansion of the economic environment within commercial, industrial, and residential areas, revitalization and rehabilitation of the existing housing supply or further other basic goals of the NWCRA.
- Design and implement new marketing tools for the NWCRA for the purpose of communicating with residents, consumers, the political community and the business community.
- Marketing tools include branding, logo design, banners, newsletters, web site design and advertising and other marketing tools.
- Promote the NWCRA through events.
- Joint venture with the City, Chamber of Commerce, and other public and private entities in the promotion of Pompano Beach NWCRA.

3.4: "Downtown Transit System"

Background

The City is participating in a transportation study funded by the Department of Transportation and its purpose is to develop a community-wide transportation system that links the eastern seaboard communities and the central Florida communities. The study

includes the introduction of Amtrak railroad service and eventually over a long term providing commuter rail on the FEC Railroad tracks.

Pompano Beach has always been an important transportation hub. The FEC Railroad, established by Henry Flagler, built an important facility in the first decade of the 1900's. While freight is the predominant use of the lines, passenger service existed until the 1960's. A return to providing passenger service is an objective of this program. It is hoped that development of a transit system will significantly bolster downtown revitalization efforts. Pompano Beach's rail infrastructure provides a unique connection between the FEC Railroad line and the CSX Railroad line.

Recently Broward County transit is constructing a bus transfer station at Dixie Highway and MLK Boulevard, just across the street from the preferred location of the commuter rail station site. On a long term basis in conjunction with Broward County Transit, the rail commuter service may be linked to the east and west areas by other forms of transit. By providing a direct link to the rail station contemplated in the NWCRA area new downtown, the introduction of buses and trolleys will greatly increase the accessibility of the downtown to the residential neighborhoods east and west of I-95.

Program Objectives

- To undertake a non-traditional transportation project that will promote a community/neighborhood approach to urban infrastructure development.
- To improve mobility, intermodal connections and alternative modes of transportation.
- To respond to local transportation needs and priorities.
- To interface with the urbanization program objectives of the Governor's Commission for a Sustainable South Florida and Front Porch Florida.
- Develop an alternative means of transportation between the Downtown Amtrak Station and the commercial and residential areas to the west and east.
- Support the development of the Amtrak Station along the FEC commuter line.
- Increase market appeal of the downtown, both to visitors and to new businesses.
- Limit automobile traffic trips within the downtown.
- Provide additional transportation system for low and moderate-income riders in order to facilitate employment opportunities.
- Support Broward County Transit to include park and ride, educational corridor transit, and Atlantic Boulevard transit from the beach to the Sawgrass Expressway.

Program Description

- The CRA and others shall provide limited trolley service at special events, on a case-by-case basis at the discretion of the CRA Board. The CRA and others may provide, on a limited basis, a tram, which would be the precursor to a full-scale transit program.
- The County or other appropriate transportation agency shall be the lead agency in development of the full-scale transit program. The CRA will work with the City to develop this program. Additionally, the CRA will coordinate with the County transit.

- The City, CRA and other appropriated agencies will develop the Amtrak Station in the downtown and commuter rail on the FEC Railroad line.

3.5: "Retail Business Development Program"

Background

Increasing economic activity within the Community Redevelopment Area is a major objective of the overall Community Redevelopment Program. Investments by the CRA that result in increased business opportunities have positive impacts on employment, the tax base, and the physical environment, all of which are positive steps toward the elimination of slum and blighted conditions. Many other CRA programs are aimed at increasing economic activity within the NWCRA district. The purpose of this "Business Development Program" is to provide a means to focus the effort. The primary goal of the program is to facilitate small business development within the Community Redevelopment Area. Types of businesses to be encouraged include arts retail, specialty retail shops, apparel shops, neighborhood retail, restaurants, and other unique businesses that add vitality, attract visitors and help Pompano Beach to find its niche in the market.

The program will encourage and assist businesses by providing assistance during their crucial first year of operation or expansion. The program will provide additional benefits to the local economy by helping to eliminate some of the vacant commercial space within the area. This not only improves the overall appearance of the area, but also contributes toward the development of a critical mass of activity, whereby individual businesses draw additional customers for each other.

Program Objectives

- Provide economic stimulation to the area.
- Increase business opportunities.
- Increase employment opportunities.
- Decrease unoccupied commercial space within the area.
- Prevent the spread of slum and blighted conditions.

Program Description

- Provide business rental subsidies for the early years of multi-year leases.
- Although at the discretion of the CRA, generally the rental subsidy shall not be given when total rent, including subsidy exceeds the fair market rent for the area.
- Additional items toward which financial support may be given include, but are not limited to, security deposits, last month rental deposit, utility deposits, advertisement, signage, licenses and legal assistance.
- The CRA Board shall maintain policy guidelines regarding types of assistance, funding limits and eligibility requirements.
- Although the CRA shall make its decision on a case-by-case basis, generally assistance shall not be given for uses which do not reinforce and further the

redevelopment strategy and goals of the CRA or are non-conforming with regards to the City's Land Development Regulations.

- Provide small business loans at below market interest rates through a community-lending program.
  - This loan fund will be funded through grant monies obtained from Local, County, State and Federal Agencies, Private Foundations, Corporations and Individuals. The CRA may enter into a local partnership with other governmental agencies, non-profits and financial institutions.
  - The CRA may also form, or assist in forming, a non-profit lending institution called a "Community Development Loan Fund" for the purposes of administering a loan program.
  - The CRA Board, together with any partnership organizations, if applicable, will maintain policy guidelines for the loan program including, but not limited to, loan limits, project eligibility and application requirements. These guidelines will apply to CRA funds.
- Provide debt service loan guarantees for retailers and developers
- Provide master leases to developers.

#3.6: Grant Administration Program

Background

To facilitate additional investment within the community redevelopment area, the CRA will administer grants, which complement the redevelopment efforts of the NWCRA and the goals of the Community Redevelopment Plan. It is anticipated that this additional investment within the NWCRA will result in increased opportunities for residents and have positive impacts on employment, housing, the tax base, and the physical environment, all of which are positive steps toward the elimination of slum and blighted conditions.

Program Objectives

- Provide economic stimulation to the area.
- Increase business opportunities.
- Increase employment opportunities.
- Increase housing and commercial and industrial opportunities.

Program Description

- The NWCRA may apply for, accept, and administer grants from Federal, State, and local governmental entities, charitable foundations and entities, and such other organizations as may offer grant funds for the planning and carrying out of redevelopment efforts in pursuit of the purposes of the Community Redevelopment Plan.
- The NWCRA may create a non-profit entity to serve as a grant receiving organization for dispersing funds to the NWCRA area or directly to a project.
- Hire grant consultants to assist in securing grants for the redevelopment area.

3.7: "Public Space and Public Property Improvement Program"

Background

The CRA and City have a strong desire to improve the public spaces within the NWCRA area and on public properties. The areas include streets, parks, public building open space, parking lots and garages, and other public property. Of particular priority is the Dr. MLK Jr. Boulevard, including Old Pompano and extending westward to the limits of the CRA. This program is designed to enhance the public spaces created on public property but also is designed to encourage private developers to create public spaces on their projects as well.

Project Objectives

- Enlarge the public open space for residents of Pompano Beach
- Improve the quality of life for the residents.
- Provide recreation in open spaces.
- Provide art in public spaces.
- Provide improved public facilities for the residents.

Project Description

- Provide grants and loans for public space improvement on both public land and private land. These improvements may include but are not limited to design, parking, lighting, landscaping, signage, access road improvements, art in public spaces, utilities, restroom facilities, plazas, bicycle pathways and park furniture.
- Acquire land for public open space for use as recreation and environmental preserves.
- Enhance communication within public spaces with signage, lighting, markers and sound systems.
- Assist in installing artistic neon lighting on the Interstate, bridges and public buildings.
- Assist the City in expanding open space in the NWCRA area from existing facilities.
- Acquire and implement neighborhood gardens as small open space facilities.
- Acquire land for open space.

3.8: "Public Buildings Program"

Background

This program is a companion to the preceding program concerning public spaces and encourages the development by public and non-profit entities of public buildings. These buildings can have a great impact on a neighborhood or commercial area. An important example is the proposed history museum to be operated by a social organization on Dr. MLK Jr. Boulevard and the public library to be funded, built, and operated by the County. In addition the City completed an outstanding community center called the E. Pat Larkins Community Center. The building provides meeting space for residents and businesses in the area and a social setting for residents of all ages, including the youth, who are always in need

of a space to socialize. Tourists may also utilize the public buildings and the program could be very beneficial to stimulate this part of Pompano Beach's economy.

Project Objectives

- Provide spaces for residents to conduct community business and spaces for social events and educational programs.
- Provide facilities to stimulate the tourist industry.
- Save important historic landmark buildings.
- Promote cultural activities such as museums and exhibition space.
- Provide a venue for public open space.
- Provide economic stimulation to the area.
- Increase business opportunities.
- Increase employment opportunities.

Project Description

- Build and joint venture public buildings in neighborhoods and commercial areas, including community centers, community theatres, libraries, recreation centers for neighborhood parks, public exhibit space for art and community projects, and others that enhance the quality of life in the community.
- Expand the E. Pat Larkins Community Center and the community theatre as needed.
- Acquire historic buildings for reuse as public buildings and a combination of public buildings and private space.
- Assist with the development and funding of public and non-profit cultural buildings.
- Assist the City and County with pre-construction services as well as construction facilities. Included in pre-construction services are market studies, brownfield clean-up among others.
- Assist the City and County with infrastructure needs particularly if the needs serve both public and private redevelopment in the area.

#3.9: "Community Policing Program"

Background

The CRA has determined that preventing and combating crime is a very important part of the redevelopment process and therefore may fund community policing within the redevelopment area. Reducing crime will encourage private investment, the key to a successful redevelopment process.

Project Objectives

- Prevent and reduce crime within the redevelopment area.
- Improve police and community relationships.
- Forge community problem solving collaboration.

- Provide LED street lights throughout the NWCRA neighborhoods.
- Work closely with the County Sheriff's department, the City and the Broward County School Board in preventing crime within the local public schools within the redevelopment area.
- Work closely with code enforcement to stabilize the area.
- Create confidence in the private sector to make investments in the redevelopments area.
- Reinforce other redevelopment activities such as infrastructure improvements, beautification, code enforcement, street lighting, parking, pedestrian friendly sidewalks and many others.
- Work to stabilize the tax base.
- Eliminate the blighting influence of crime.

Project Description

- Work with the sheriffs' department and the City to fund a community-policing program that will include new police positions including police officers, crime prevention officers, school resource officers, crime prevention equipment and other administrative support.
- Fund equipment needs for the program including surveillance equipment and monitoring.
- Fund code enforcement as it relates to community policing.
- Fund landscaping and other infrastructure improvements as it relates to community policing and environmental design for public safety.
- Fund training and educational needs for the program.
- Use the program to attract other funding sources.
- Joint venture with other City and County departments as well as state law enforcement agencies.
- Use private security for crime prevention, property protection and for special events.

 # 3.10: "Retail, Commercial and Industrial Incentive Programs

Background

Incentives to stimulate economic activity are an important tool for the CRA to exercise. This Program provides for the creation of incentives that the CRA Board would approve and amend from time to time. The incentives are primarily targeted to retail, office and industrial uses but may also be used for mixed-use buildings, particularly when residential is situated within the same building as the commercial uses.

The following is a discussion of current incentives but it is not the intention of this program to limit those listed but only to serve as examples of the kind of incentives that may be developed. The CRA during the process of encouraging new business development will invent new incentives depending upon economic conditions.

Program Objectives

- Improve the physical appearance of buildings.
- Provide economic stimulation to the area.
- Increase business opportunities.
- Increase employment opportunities.
- Decrease unoccupied commercial and industrial space within the area.
- Prevent the spread of slum and blighted conditions.
- Provide new jobs.

Program Description

- Fund job creation incentive program.
- Fund façade loans and grants exterior improvement program including but not limited to signage, new windows, parapets, new entrances, canopies, exterior lighting, outdoor café dining and others.
- Fund relocation expenses for new businesses.
- Fund infrastructure improvement and equipment replacement program.
- Provide funds to new development or the expansion of existing space based upon the projected tax increment that will be generated. The amount of grants would be decided by the CRA.
- Fund interior improvement incentive program.
- Fund an incentive program in which the CRA pays for the interest charged on a bank loan.
- Fund other incentive programs approved by the CRA.
- Uses of funds for incentive programs will be decided and approved by the CRA. The CRA Board shall maintain policy guidelines regarding types of assistance, funding limits and eligibility requirements.

B. Programs of Regulatory Actions

The following section describes the changes to existing City regulations that will be required to implement the Community Redevelopment Plan.

1. Comprehensive Plan Amendments

The City will endeavor to amend its comprehensive plan to reflect the new CRA Redevelopment Plan.

2. Amendments to the Land Development Regulations

The City will endeavor to amend its Land Development Regulations to reflect the new CRA Redevelopment Plan. Of particular concern are parking requirements and the creation of special mixed-use zoning districts, specifically for MLK, Old Pompano, parts of NW 6th Avenue, NW 27th Avenue and NW 31st Avenue.

C. Sources of Redevelopment Funding and Financing

The following section provides a general review of potential sources of funding for redevelopment programs, and a description of the funding sources applicable to each of the improvements or projects identified in the plan. In general, a variety of financing options are presently available to the Community Redevelopment Agency and the City of Pompano Beach. Among these are the following:

1. Tax Increment Revenues

Tax Increment Revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Redevelopment Act. This increment, which is determined annually, is equal to 95% of the difference between the amount of ad valorem taxes levied each year by each applicable taxing authority on taxable real property within the Community Redevelopment Area and the amount of ad valorem taxes that would have been produced by the current millage rates prior to establishment of the Redevelopment Trust Fund. Both of these amounts are exclusive of debt service millage of the taxing authorities.

The ability of the Community Redevelopment Agency to utilize this funding method requires two key actions:

a. *The establishment of a redevelopment trust fund as required by FS 163.387 as the repository for increment tax funds, and;*

b. *The provision, by ordinance of the City, for the funding of the redevelopment trust fund for the duration of the Community Redevelopment Plan.*

2. Redevelopment Revenue Bonds

The provisions of F.S.163.385 allow the City of Pompano Beach Community Redevelopment Agency to issue "Revenue Bonds" to finance redevelopment actions, with the security for such bonds being based on the "anticipated assessed valuation of the completed community redevelopment." In this way, the additional annual taxes generated within the Community Redevelopment Area, the "tax increment", is used to finance the long-term bond debt. Prior to the issuance of long- term revenue bonds, the City or Community Redevelopment Agency may issue bond anticipation notes to provide up-front funding for redevelopment actions until sufficient tax increment funds are available to amortize a bond issue.

3. General Obligation Bonds

For the purposes of financing redevelopment actions, The City of Pompano Beach may also issue General Obligation Bonds. These bonds are secured by debt service millage on the real property within the City and must receive voter approval.

4. Special Assessment Districts

The City of Pompano Beach could also establish special assessment districts, Municipal Benefit Units (MSBU), for the purpose of funding various neighborhood improvements within an area or for the construction of a particular project. Typically the assessment appears on the tax bill of each property owner and it can be amortized over a short or long period of time, a decision that the City would make. In addition the City may consider charging interest on the assessment equal to or less than the cost of funds the City is charged.

5. Community Development Block Grants (CDBG)

Between 1990 and 2000, the city of Pompano Beach received a substantial amount of CDBG grant funds directly from the Federal Government to improve the area designated as the "Community Development Target Area". These CDBG monies are committed to the demolition of substandard housing units, housing rehab assistance, and home ownership assistance within the target area, which includes much of the Community Redevelopment Area, particularly the NNWCRA area. All of the total funds expended have been for the benefit very-low, low, and moderate income residents and assistance grants to community-based social service organizations.

6. Historic Preservation Grants

The Department of State (Florida) offers several categories of grants for the restoration and renovation of historic structures. The grants are competitive and they are available to non-profit organizations and to government agencies such as a Community Redevelopment Agency. Also the Department offers planning grants for projects that are in the planning phase or pre-construction phase.

7. Florida Recreation Development Assistance Program (FRDAP)

The annual State of Florida recreation assistance program may be used for recreational land acquisition, park design, and park construction. Active park amenities are normally afforded a higher priority than passive parks. With a $150,000 award limit, project may be phased over several years. In addition the grants require a local match of 50%.

8. Florida Inland Navigation District (FIND) Grants

The FIND grants may be applied to several categories of improvements that relate to the Florida Intercoastal Waterway. Funding from this program does not have an annual limit and projects can be phased over more than one year. FIND grants could be used for improvements to boardwalks, shoreline erosion control, channel dredging, and marina development.

9. Florida Boating Improvement Program (FBIP)

The FBIP grant is formulated on a pro-rata share of annual proceeds from boater licensing in each county. Funding may be used for shoreline protection, boat ramps, parks and other boating related facilities.

10. Land and Water Conservation Fund Grant Program

The annual State of Florida Recreation Assistance Program may be used for recreational land acquisition, park design, and park construction. Active park amenities are normally afforded a higher priority than passive parks. This program also has a $200,000 award limit; a project may be phased over several years. In addition, grants for $150,000 require a local match of 50%. Grants from $50,000 to $150,000 require a 25% match. Grants are available up to $50,000 without a match.

11. Congestion Mitigation Air Quality (CMAQ) Grants

This Department of Transportation grant program is intended for improvements of State and Federal highways that have air quality issues. Typical improvements may include bicycle paths, paving improvements, traffic signal standards, and other improvements. The program is administered by the FDOT.

12. 319 Non-Source Point Pollution Grant

This grant program is administered through the US Department of Environmental Protection, and like the TMDL grants can be used to ameliorate the pollution from stormwater runoff. In the case of projects that would benefit the NWCRA, industrial waste discharge, sewage disposal, stormwater runoff, or non-point source pollution discharges directly to the lagoon could be considered. These projects would include wet and dry retention systems, pollution control devices, and swale construction which will reduce the quantity and improve the quality of stormwater runoff.

13. DOT Transportation Enhancement Grant

The DOT Enhancement Grant is a Department of Transportation grant program for enhancement of State and Federal highways and programs for highway safety and transit. Typical improvements may include bicycle paths, landscaping, pedestrian lighting, paving improvements, traffic signal standards, and other aesthetic improvements. The Federal program is administered through FDOT and the local MPO. Each year the funding level is determined by FDOT and projects are awarded on a competitive basis.

14. Keep America Beautiful Grant (KAB)

The KAB grant is an annual landscaping program administered through the State Department of Agriculture. It has a $200,000 limit and projects may be phased.

15. Industrial Revenue Bonds (IRB)

Industrial revenue bonds may be used to finance industrial, and some commercial projects. The primary emphasis on such projects is the creation of jobs, and as a consequence speculative ventures are not normally financed by this means. The County typically issues such bonds, with repayment pledged against the revenues of the private enterprise being funded. IRB's are tax exempt and consequently are typically 3 percentage points below prevailing interest rates. Such financing has been used effectively in Florida.

16. Land Sales/Leases

Acquisition of property and its preparation for development are powers available to the Community Development Agency under provisions of F.S. 163. The resale or leasing of such land to private developers can provide another source of income within the Community Redevelopment Area.

17. Contributions and Grants

Voluntary contributions by private companies, foundations and individuals are a potential source of income to the Community Redevelopment Agency. Although such contributions may only account for a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits.

18. Safe Neighborhoods Act - Chapter 163.502 FS

Neighborhood Improvement Districts created pursuant to the Act may request a planning grant from the state's Safe Neighborhood Trust Fund on a 100% matching basis. The District may also be authorized to levy an ad valorem tax of up to 2 mills annually on real and personal property.

19. Department of Transportation Transit Grants

Transit grants can be used for construction of infrastructure in support of mass transit objectives. Some flexibility exists in the guidelines for this grant program, including a multi-story parking facility if the facility is part of a distribution plan for other means of mass transit, such as a rail system.

20. Economic Development Administration (EDA) of the U. S. Department of Commerce Grants

The EDA provides funds for economic development in communities. The grant usually requires a governmental sponsor and requires a match. It is a “bricks and mortar” type of grant, since it funds capital projects. The real estate must be secured in order to apply for the grant and matching funds must be appropriated.

21. Florida Community Trust (FTC) Fund Grant

The grant program was established for environmental land acquisition. Ten percent of the grant proceeds are distributed from the Preservation 2000 program.

22. Environmental Protection Agency (EPA)

EPA's Recreational Trails Program provides funding for the construction of nature trails.

23. Florida Main Street Program

Florida Main Street is a technical assistance program of the Bureau of Historic Preservation, Division of Historical Resources, Florida Department of State, which encourages the revitalization of traditional, historic downtown and neighborhood commercial districts through a community-based comprehensive approach. Florida communities are eligible. Assistance available: training, technical assistance and a network of participating communities, both statewide and national. A $10,000 seed-money grant per designated community; dollars are reimbursed based on the same amount spent by the local program over the course of a year. This program is State funded. Applications are due the last Friday in July of each year. No match is required; the applicant must provide guaranteed one-year funding of a Main Street manager and program operating expenses (a multi-year commitment of funding is desired).

24. Direct Borrowing from Commercial Lenders

The NWCRA is also authorized to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular project(s) funding requirements, the NWCRA may utilize both short and long-term borrowing. Although terms and conditions may have a direct bearing on use of a particular commercial lending institution, the NWCRA will generally attempt to attain the lowest available interest rate.

VI. SECTION SIX – FINANCIAL PROJECTIONS

Implementation Plan

The projects and programs of the Redevelopment Plan described in Section V provide the authority for the CRA to implement redevelopment. However, an implementation plan is required in order to prioritize the actions and efforts of the NWCRA, and to allocate appropriate funding to accomplish them. This Section of the Plan will provide a specific list of priorities and actions, and will match them with funding resources as documented in the financial plan.

The following are the implementation priorities for the next five years:

- MLK Commercial revitalization. Infrastructure and streetscape improvements to the MLK Boulevard corridor will be completed in two phases, both scheduled for completion in 2010. A larger and longer term effort is dedicated to the redevelopment of private property in the corridor. To that end, the CRA has been actively acquiring and assembling property along MLK Boulevard. Several future acquisitions are foreseen, with emphasis on the area between MLK and Atlantic Boulevard, and near the Interstate 95 intersection.

- 6th Avenue Streetscape Enhancements. Additional improvements are budgeted for 2010 to carry the existing improvements further north to Blanche Ely High School. The CRA will also assist with the expansion of Blanche Ely High School.

- Hunters Manor neighborhood stabilization. The CRA has been assembling property in this area with the intent of developing infill housing. The intent is to develop a model housing block and to revitalize the core of the neighborhood along NW 18th Avenue.

- Begin the process of revitalizing Old Downtown Pompano. A modest amount has been budgeted for redevelopment assistance in the Downtown itself, additionally; the CRA will begin the process of improving the Dixie Highway corridor and contribute to the County Transit Station project near the corner of MLK Boulevard and Dixie Highway.

- The CRA will continue to assemble property to support the above priorities. Recent and planned acquisitions are focusing on the MLK Boulevard corridor, the I-95 quadrant, around Blanche Ely High School, and in Hunters Manor.

Various redevelopment initiatives will be funded on a recurring basis:

- A micro-enterprise loan program that includes a business loan fund and a business incubator fund.

- Façade improvement grants will be made on a matching basis to various business and commercial establishments.

- An incentive program to help offset development costs.

- Business attraction and development. This will primarily be focused on recruiting businesses that are compatible with the area and will provide needed neighborhood oriented services.

- Marketing and Special Events. The CRA will support and promote special events and will continue to actively promote redevelopment opportunities in the area.

- Housing and neighborhood stabilization includes supporting the development of single-family infill housing as well as emergency rehabilitation of housing stock.

- Commercial revitalization of two important condominiums in Collier City.

5-Year Revenue & Expense Projections

The CRA implementation plan can be translated into a budget that anticipates revenues and expenditures over time and seeks to program all of the desired improvements, as funding is available. The priority of the various projects is established by the CRA Board.

A 5-year financial plan was presented and approved by the CRA Board in September 2010 as part of the budgeting process for the 2011 budget. The 2011 5-year plan will be periodically amended as economic conditions change, as current budgeted items are revised and new programs added. A copy of the most recent 5-year plan can be obtained in the CRA offices at 100 West Atlantic Avenue, 2nd Floor, Pompano Beach, FL 33060.

The 2011 5-Year budget is attached, as Appendix "E", herein as an example of the budgeting and planning process. However, the budget will change periodically.

VII. SECTION SEVEN - APPENDICES

Appendix “A” -
“Northwest CRA Boundary Description”

Pompano Beach Northwest CRA Boundary Description

Beginning at the intersection of Powerline Road and Copans Road;

Thence East on Copans Road to Dixie HWY;

Thence South on Dixie HWY to N.E. 4th Street;

Thence East on N.E. 4th Street to N.E. 2nd Street.;

Thence South on N.E. 2nd Street to Atlantic Boulevard;

Thence East on Atlantic Boulevard to the intersection of Cypress Road;

Thence South on Cypress Road to S.W. 3rd Street;

Thence West on S.W. 3rd Street to the intersection with I-95 Access Road;

Thence North along the I-95 Access Road to the intersection with Atlantic Boulevard;

Thence West on Atlantic Boulevard to the intersection with N.W. 31st Avenue;

Thence North on N.W. 31st Avenue to MLK Boulevard;

Thence East on MLK Boulevard to N. Powerline Road;

Thence North on N. Powerline Road to Copans Road, to Point of Beginning.

Appendix “B” – Resolution No. 81-139
“Slum and Blighted Areas”

RESOLUTION NO. 81- 139

CITY OF POMPANO BEACH
Broward County, Florida

A RESOLUTION FINDING THAT A SLUM AND BLIGHTED AREA EXISTS IN THE CITY OF POMPANO BEACH AND THAT THE REHABILITATION, CONSERVATION OR REDEVELOPMENT OF SUCH AREA IS NECESSARY IN THE INTEREST OF THE PUBLIC HEALTH, SAFETY, MORALS AND WELFARE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida has enacted the Community Redevelopment Act of 1969, which Act delegates to counties and municipalities authori to exercise certain powers in carrying out community redevelopment activities in area where such community redevelopment activities are found to be necessary in the intere of the public health, safety, morals or welfare of the residents of the community; an

WHEREAS, the Board of County Commissioners of Broward County has delegated to the City Commission of the City of Pompano Beach the authority to exercise certain of such powers in the areas found by the City Commission to be slum or blighted areas in which the rehabilitation, conservation, or redevelopment of such areas is necessar in the interest of the public health, safety, morals or welfare of the residents of the municipality; now, therefore

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA:

SECTION 1: That the City Commission of the City of Pompano Beach hereby finds and determines that the area hereinafter described is a slum and blighted area as defined by the Florida Legislature in the Community Redevelopment Act of 1969, Section 163.330 et seq. Florida Statutes, 1979:

That certain area bounded as follows:

Beginning at the intersection of Powerline Road and Copans Road; East on Copans Road to N.W. 3rd Avenue; South on N.W. 3rd Avenue to N.W. 16th Street; East on N.W. 16th Street to Dixie Highway; South on Dixie Highway to N.W. 4th Street; East on N.E. 4th Street to N.E. 2nd Avenue; South on N.E. 2nd Avenue to Atlantic Boulevard; West on Atlantic Boulevard to Dixie Highway, South on Dixie Highway to S.W. 3rd Street (Race Track Road); West on S.W. 3rd Street to I-95; North

SECTION 2: The City Commission hereby further finds and determines that the rehabilitation, conservation, or redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, morals or welfare of the residents of the City of Pompano Beach.

SECTION 3: This Resolution shall become effective upon passage.

PASSED AND ADOPTED this 17th day of March, 1981.

Emma Lou Olson
EMMA LOU OLSON MAYOR

ATTEST:

Charlotte Lunz
CHARLOTTE LUNZ CITY CLERK

Appendix “C –
“Jobs Creation Tax Credit Certification”

STATE OF FLORIDA
DEPARTMENT OF VETERAN AND COMMUNITY AFFAIRS
OFFICE OF THE SECRETARY

BOB GRAHAM
Governor

JOAN M. HEGGEN
Secretary

DEC 31 '81 AM

RECEIVED
CITY OF POMPANO BEACH
CITY MANAGER'S OFFICE
CITY COMMISSION

JAN 1982
City of Pompano Beach
Planning Dept.
Community Development
Division

December 16, 1981

Ms. Emma Lou Olson
Mayor
City of Pompano Beach
Post Office Drawer 1300
Pompano Beach, Florida 33061

Dear Mayor Olson:

We have reviewed your application of May 11, 1981 to qualify certain areas of your community for participation in the Jobs Creation Tax Credit (Chapter 220.181, Florida Statutes) and the Tax Credit for New or Expanded Businesses (Chapter 220.182, Florida Statutes).

In response to your request, we have determined that the areas requested (see Addendum A) for distressed designation meet the standards under 9B-15.03(1) and are hereby authorized for participation in both programs.

Please retain this letter since businesses desiring to claim the credits must submit both a copy of this letter and a copy of the Chapter 163.355, Florida Statutes, resolution with their tax return. Your assistance in providing that information to those businesses is appreciated.

We hope these programs will meet their full potential and provide a substantial positive impact on the economic well-being of your community.

Sincerely,

Joan M. Heggen

JMH/EJ/cs

2571 EXECUTIVE CENTER CIRCLE, EAST • TALLAHASSEE, FLORIDA 32301 (904) 488-8466

Appendix “D” – Ordinance No. 90-9
“Adoption of Community Redevelopment Plan”

ORDINANCE NO. 90-9

CITY OF POMPANO BEACH
Broward County, Florida

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH PROVIDING FOR FINDINGS OF FACT RELATING TO A COMMUNITY REDEVELOPMENT PLAN; ADOPTING A COMMUNITY REDEVELOPMENT PLAN FOR THE COMMUNITY REDEVELOPMENT AREA OF THE CITY OF POMPANO BEACH; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Pompano Beach, Florida has made certain findings and declarations as set forth in Resolution No. 89-45, the "Resolution of Necessity", as required by Section 163.335, Florida Statutes; and

WHEREAS, the City Commission of the City of Pompano Beach, Florida, by the adoption of this ordinance reaffirms such findings and declarations; and

WHEREAS, the City Commission of the City of Pompano Beach, Florida established by the adoption of Ordinance No. 89-27, the "Pompano Beach Community Redevelopment Agency" to, among other things, prepare or cause to be prepared a community redevelopment plan; and

WHEREAS, the Pompano Beach Planning and Zoning Board, the local planning agency for the City of Pompano Beach, at its September 27, 1989 meeting found the Community Redevelopment Plan to be in conformity with the Pompano Beach Comprehensive Plan; and

WHEREAS, the Pompano Beach Community Redevelopment Agency has approved the Community Redevelopment Plan and submitted said plan to the City Commission recommending that the City Commission approve the Community Redevelopment Plan; and

WHEREAS, pursuant to law, ten (10) days notice has been given in a newspaper of general circulation in the City notifying the public of this proposed ordinance and of a public hearing to consider this proposed ordinance; and

WHEREAS, the City has at least fifteen (15) days before the public hearing, mailed by registered mail, a notice to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area, notifying said taxing agencies of the public hearing to consider this ordinance; and

WHEREAS, a public hearing before the City Commission was held pursuant to the published notice and mailed notice described above in which hearing the parties in interest and all other citizens so desiring had an opportunity to be, and were in fact, heard; NOW, THEREFORE,

BE IT ENACTED BY THE CITY OF POMPANO BEACH, FLORIDA:

SECTION 1: The City Commission of the City of Pompano Beach, Florida finds that the Plan provides for the following:

a. A feasible method for the location of families who will be displaced from the Community Redevelopment Area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families;

b. The Community Redevelopment Plan conforms to the Pompano Beach Comprehensive Plan;

c. The Community Redevelopment gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the Community Redevelopment Area; and

d. The Community Redevelopment Plan affords maximum opportunity, consistent with the sound needs of the City as a whole, for the rehabilitation and redevelopment of the Community Redevelopment Area by private enterprise.

SECTION 2: The City Commission of the City of Pompano Beach, Florida hereby adopts and approves the Community Redevelopment Plan presented by the Community Redevelopment Agency and attached hereto as Exhibit "A".

SECTION 3: If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of this ordinance that can be given effect without the invalid provisions or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 4: This ordinance shall become effective upon passage.

PASSED FIRST READING this 24th day of October, 1989.

PASSED SECOND READING this 31st day of October, 1989.

Hal Flowers for
E. PAT LARKINS, Mayor

ATTEST:

Vernadette Fuller
VERNADETTE FULLER, City Clerk

F/0715D/2

Appendix “E”
“Northwest District Financing and Implementation Plan Update”

Pompano Beach
Community Redevelopment Agency

Northwest District

Financing and Implementation Plan Update

Exhibit A

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan
Summary Statement by Project (1),(2)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Carryforward						
Carryforward of FY 2010 Project Appropriations	$ 24,500,000	$ 24,500,000				
Total Estimated Carryforward Balances	$ 24,500,000	$ 24,500,000				
Revenues						
Tax Increment Revenue (TIR) Allocation						
City of Pompano Beach	$ 12,315,951	$ 2,374,994	$ 2,374,994	$ 2,411,197	$ 2,520,891	$ 2,633,875
Broward County	$ 13,658,755	2,633,398	2,633,398	2,674,434	2,796,103	2,921,422
North Broward Hospital District	$ 4,766,609	919,188	919,188	933,199	975,653	1,019,381
Children's Services Council of Broward County	$ 1,185,575	228,625	228,625	232,110	242,669	253,546
Subtotal - Tax Increment	*$ 31,926,890*	*$ 6,156,205*	*$ 6,156,205*	*$ 6,250,940*	*$ 6,535,316*	*$ 6,828,224*
Grant Programs	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous						
Loan Repayments						
Micro-Enterprise Loan Program	$ 129,607	30,762	29,897	29,102	25,982	13,864
Deferred Mortgage Loan Program	$ -	-	-	-	-	-
Miscellaneous Loan Repayments	$ 66,625	34,925	7,925	7,925	7,925	7,925
Investment Earnings	$ 560,000	140,000	120,000	100,000	100,000	100,000
Total Forecasted Revenues	$ 32,683,122	$ 30,861,892	$ 6,314,027	$ 6,387,967	$ 6,669,223	$ 6,950,013
Total Sources	$ 57,183,122	$ 30,861,892	$ 6,314,027	$ 6,387,967	$ 6,669,223	$ 6,950,013
Use (Expenditures)						
Expenditures						
Operations						
Dedicated Personnel Allocation (City staff)	$ 1,046,294	$ 197,074	$ 202,987	$ 209,077	$ 215,347	$ 221,809
City Administrative Cost Allocation	$ 663,076	120,000	126,000	132,300	138,915	145,861
RMA Redevelopment Management Associates	$ 1,906,800	381,360	381,360	381,360	381,360	381,360
Miscellaneous Operating Expense	$ 1,339,956	253,144	260,348	267,773	275,408	283,283
Subtotal - Operations	*$ 4,956,126*	*$ 951,578*	*$ 970,695*	*$ 990,510*	*$ 1,011,030*	*$ 1,032,313*
Debt Service						
Tax Increment Bond, Series 2003A	$ 6,799,529	$ 1,454,825	$ 1,407,365	$ 1,359,906	$ 1,312,446	$ 1,264,987
Tax Increment Bond, Series 2004A	$ 6,799,529	1,454,825	1,407,365	1,359,906	1,312,446	1,264,987
Subtotal - Debt Service	*$ 13,599,058*	*$ 2,909,650*	*$ 2,814,730*	*$ 2,719,812*	*$ 2,624,892*	*$ 2,529,974*
Redevelopment Area Investment						
Infrastructure, Streetscape and Parking	$ 11,420,000	$ 11,420,000	$ -	$ -	$ -	$ -
Project Development and Assistance	$ 4,000,000	4,000,000	-	-	-	-
Redevelopment Initiatives, Marketing and Special Events	$ 6,025,000	3,425,000	650,000	650,000	650,000	650,000
Housing and Neighborhood Stabilization	$ 1,500,000	300,000	300,000	300,000	300,000	300,000
Recreational, Educational and Cultural Initiatives	$ 130,000	50,000	20,000	20,000	20,000	20,000
Property Acquisition	$ 6,450,000	5,650,000	200,000	200,000	200,000	200,000
Consultants and Professional/Design Services	$ 1,850,000	450,000	350,000	350,000	350,000	350,000
Other	$ -	-	-	-	-	-
Subtotal - Redevelopment Area Investment	*$ 31,375,000*	*$ 25,295,000*	*$ 1,520,000*	*$ 1,520,000*	*$ 1,520,000*	*$ 1,520,000*
Total Forecasted Expenditures	$ 49,930,184	$ 29,156,228	$ 5,305,425	$ 5,230,322	$ 5,155,922	$ 5,082,287
Reserve						
Redevelopment Project Contingency	$ 6,497,938	$ 950,664	$ 1,008,602	$ 1,157,645	$ 1,513,301	$ 1,867,726
Budget Stabilization Fund	$ 755,000	755,000	-	-	-	-
Total Forecasted Reserves	$ 7,252,938	$ 1,705,664	$ 1,008,602	$ 1,157,645	$ 1,513,301	$ 1,867,726
Total Uses	$ 57,183,122	$ 30,861,892	$ 6,314,027	$ 6,387,967	$ 6,669,223	$ 6,950,013
Surplus/(Deficit)	$ -	$ -	$ -	$ -	$ -	$ -

Notes:

(1) Readers should refer to the Supporting Schedules for detailed information involving: tax increment revenue forecasts; miscellaneous operating expenditure forecasts; and Source & Use Statements for each Redevelopment Area Investment type that specifies the individual projects and associated funding sources.

(2) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan
Supporting Schedule - Tax Increment Revenue Forecast (1),(2)

	Preliminary FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
City of Pompano Beach (Contributing Authority)					
Actual Growth/Assumed Growth	-17.93%	0.00%	1.00%	3.00%	3.00%
Existing Value:	$ 864,575,920	$ 864,575,920	$ 873,221,679	$ 899,418,330	$ 926,400,879
New Construction:					
Future Development	-	-	-	-	-
Taxable Value	$ 864,575,920	$ 864,575,920	$ 873,221,679	$ 899,418,330	$ 926,400,879
Base Year Value	297,388,021	297,388,021	297,388,021	297,388,021	297,388,021
Tax Increment	$ 567,187,899	$ 567,187,899	$ 575,833,658	$ 602,030,309	$ 629,012,858
Millage Rate (City)	4.4077	4.4077	4.4077	4.4077	4.4077
Gross Incremental Revenue	$ 2,499,994	$ 2,499,994	$ 2,538,102	$ 2,653,569	$ 2,772,500
Statutory Reduction	0.95	0.95	0.95	0.95	0.95
Budgetable Incremental Revenue	**$ 2,374,994**	**$ 2,374,994**	**$ 2,411,197**	**$ 2,520,891**	**$ 2,633,875**
Broward County (Contributing Authority)					
Millage Rate	4.8889	4.8889	4.8889	4.8889	4.8889
Gross Incremental Revenue	2,771,998	2,771,998	2,815,193	2,943,266	3,075,181
Statutory Reduction	0.95	0.95	0.95	0.95	0.95
Budgetable Incremental Revenue	**$ 2,633,398**	**$ 2,633,398**	**$ 2,674,434**	**$ 2,796,103**	**$ 2,921,422**
North Broward Hospital District (Contributing Authority)					
Millage Rate	1.7059	1.7059	1.7059	1.7059	1.7059
Gross Incremental Revenue	967,566	967,566	982,315	1,027,004	1,073,033
Statutory Reduction	0.95	0.95	0.95	0.95	0.95
Budgetable Incremental Revenue	**$ 919,188**	**$ 919,188**	**$ 933,199**	**$ 975,653**	**$ 1,019,381**
Children's Services Council (Contributing Authority)					
Millage Rate	0.4243	0.4243	0.4243	0.4243	0.4243
Gross Incremental Revenue	240,658	240,658	244,326	255,441	266,890
Statutory Reduction	0.95	0.95	0.95	0.95	0.95
Budgetable Incremental Revenue	**$ 228,625**	**$ 228,625**	**$ 232,110**	**$ 242,669**	**$ 253,546**
Total Incremental Revenue	**$ 6,156,205**	**$ 6,156,205**	**$ 6,250,940**	**$ 6,535,316**	**$ 6,828,224**

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

(2) Assumes that contributing Taxing Authorities' millage rates will remain at FY 2011 levels throughout the forecast period.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan
Supporting Schedule - Miscellaneous Operating Expenditures (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Growth Assumptions			*3.00%*	*3.00%*	*3.00%*	*3.00%*
Special Legal Fees	**$ 530,910**	$ 100,000	$ 103,000	$ 106,090	$ 109,270	$ 112,550
Accounting & Auditing	**$ 35,266**	6,636	6,840	7,050	7,260	7,480
Professional Fees (Investment Advisor, etc.)	**$ 65,000**	13,000	13,000	13,000	13,000	13,000
Travel and Training	**$ 106,200**	20,000	20,600	21,220	21,860	22,520
Postage	**$ 6,650**	1,250	1,290	1,330	1,370	1,410
Telephone	**$ 530**	100	103	106	109	112
Water and Sewer	**$ 5,300**	1,000	1,030	1,060	1,090	1,120
Rentals and Leases	**$ 159,270**	30,000	30,900	31,830	32,780	33,760
Insurance Premiums	**$ 106,200**	20,000	20,600	21,220	21,860	22,520
Advertising	**$ 159,270**	30,000	30,900	31,830	32,780	33,760
Real Estate Taxes	**$ 26,530**	5,000	5,150	5,300	5,460	5,620
Office Supplies	**$ 26,530**	5,000	5,150	5,300	5,460	5,620
Minor Equipment	**$ 53,100**	10,000	10,300	10,610	10,930	11,260
Publications	**$ 15,930**	3,000	3,090	3,180	3,280	3,380
Internal Service Fund Charges (City of Pompano Beach)						
Risk Management	**$ 5,303**	1,003	1,030	1,060	1,090	1,120
Information Technology	**$ 20,517**	3,867	3,980	4,100	4,220	4,350
Central Services	**$ 17,115**	3,225	3,320	3,420	3,520	3,630
Central Stores	**$ 335**	63	65	67	69	71
Total	**$ 1,339,956**	**$ 253,144**	**$ 260,348**	**$ 267,773**	**$ 275,408**	**$ 283,283**

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan

Supporting Schedule - *Infrastructure and Streetscape Initiatives* Project Listing (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Tax Increment Revenue (TIR) Allocation	$ -	$ -	$ -	$ -	$ -	$ -
Grant Programs						
Federal	$ -	-	-	-	-	-
State	$ -	-	-	-	-	-
Local	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous	$ -	-	-	-	-	-
Carryforward Fund Balance	$ 11,420,000	11,420,000	-	-	-	-
Total Sources	$ 11,420,000	$ 11,420,000	$ -	$ -	$ -	$ -
Use (Expenses)						
Infrastructure and Streetscape Initiatives						
6th Ave. Corridor Enhancement	$ 1,000,000	$ 1,000,000	$ -	$ -	$ -	$ -
FEC Railroad Beautification	$ 120,000	120,000	-	-	-	-
County Transit Station	$ -	-	-	-	-	-
MLK Boulevard Project (Dixie Hwy. to I-95)						
Design/Construction	$ 3,750,000	3,750,000	-	-	-	-
FPL (underground utilities)	$ 1,000,000	1,000,000	-	-	-	-
Old Pompano Connectivity Streetscape (1st Ave./3rd St.)	$ 2,000,000	2,000,000	-	-	-	-
Old Pompano Streetscape (1st & 2nd St./Flagler Ave.)	$ 1,200,000	1,200,000	-	-	-	-
Civic Campus	$ 1,800,000	1,800,000	-	-	-	-
Environmental Remediation	$ 250,000	250,000	-	-	-	-
Education Corridor (Tumpike to I-95)	$ 300,000	300,000	-	-	-	-
Total Uses	$ 11,420,000	$ 11,420,000	$ -	$ -	$ -	$ -
Surplus/(Deficit)	-	-	-	-	-	-

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan
Supporting Schedule - *Project Development and Assistance* Project Listing (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Tax Increment Revenue (TIR) Allocation	$ -	$ -	$ -	$ -	$ -	$ -
Grant Programs						
Federal	$ -	-	-	-	-	-
State	$ -	-	-	-	-	-
Local	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous	$ -	-	-	-	-	-
Carryforward Fund Balance	$ 4,000,000	4,000,000	-	-	-	-
Total Sources	$ 4,000,000	$ 4,000,000	$ -	$ -	$ -	$ -
Use (Expenses)						
Project Development and Assistance						
MLK Boulevard Project (Ph. I; Dixie Hwy. to 6 Ave.)	$ 4,000,000	$ 4,000,000	$ -	$ -	$ -	$ -
MLK Boulevard Project (Ph. II; 6 Ave. to I-95)	$ -	-	-	-	-	-
Old Pompano Redevelopment	$ -	-	-	-	-	-
27th Avenue Commercial Building	$ -	-	-	-	-	-
Atlantic Station	$ -	-	-	-	-	-
Hunters Manor (Phase I)	$ -	-	-	-	-	-
Atlantic Boulevard/I-95 Quadrant	$ -	-	-	-	-	-
Educational Corridor on MLK	$ -	-	-	-	-	-
Total Uses	$ 4,000,000	$ 4,000,000	$ -	$ -	$ -	$ -
Surplus/(Deficit)	-	-	-	-	-	-

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan

Supporting Schedule - *Redevelopment Initiatives, Marketing and Special Events* Project Listing (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Tax Increment Revenue (TIR) Allocation	$ 3,250,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000
Grant Programs						
Federal	$ -	-	-	-	-	-
State	$ -	-	-	-	-	-
Local	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous	$ -	-	-	-	-	-
Carryforward Fund Balance	$ 2,775,000	2,775,000	-	-	-	-
Total Sources	$ 6,025,000	$ 3,425,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000
Use (Expenses)						
Redevelopment Initiatives, Marketing and Special Events						
Micro-Enterprise Loan Program						
Program Administration	$ 763,000	$ 363,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000
Business Loan Fund	$ 550,000	250,000	75,000	75,000	75,000	75,000
Business Incubator Fund	$ 462,000	162,000	75,000	75,000	75,000	75,000
Façade Improvement Program	$ 975,000	675,000	75,000	75,000	75,000	75,000
Incentive Program	$ 2,175,000	1,575,000	150,000	150,000	150,000	150,000
Business Attraction and Development (leasing packages)	$ 600,000	200,000	100,000	100,000	100,000	100,000
Marketing and Special Events *including Christmas on MLK*	$ 500,000	200,000	75,000	75,000	75,000	75,000
Total Uses	$ 6,025,000	$ 3,425,000	$ 650,000	$ 650,000	$ 650,000	$ 650,000
Surplus/(Deficit)	-	-	-	-	-	-

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan

Supporting Schedule - *Housing and Neighborhood Stabilization* Project Listing (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Tax Increment Revenue (TIR) Allocation	$ 1,500,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
Grant Programs						
Federal	$ -	-	-	-	-	-
State	$ -	-	-	-	-	-
Local	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous	$ -	-	-	-	-	-
Carryforward Fund Balance	$ -	-	-	-	-	-
Total Sources	$ 1,500,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
Use (Expenses)						
Housing and Neighborhood Stabilization						
Single Family Infill	$ 1,000,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Emergency Rehabilitation of Housing Stock	$ 500,000	100,000	100,000	100,000	100,000	100,000
Total Uses	$ 1,500,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000
Surplus/(Deficit)	-	-	-	-	-	-

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan

Supporting Schedule - *Recreational, Educational and Cultural Initiatives* Project Listing (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Tax Increment Revenue (TIR) Allocation	$ 130,000	$ 50,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000
Grant Programs						
Federal	$ -	-	-	-	-	-
State	$ -	-	-	-	-	-
Local	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous	$ -	-	-	-	-	-
Carryforward Fund Balance	$ -	-	-	-	-	-
Total Sources	$ 130,000	$ 50,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000
Use (Expenses)						
Recreational, Educational and Cultural Initiatives						
Community Garden	$ 130,000	$ 50,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000
New Library/Civic Space	$ -	-	-	-	-	-
Total Uses	$ 130,000	$ 50,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000
Surplus/(Deficit)	-	-	-	-	-	-

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan
Supporting Schedule - *Property Acquisition* Project Listing (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Tax Increment Revenue (TIR) Allocation	$ 900,000	$ 100,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Grant Programs				-		
Federal	$ -	-	-	-	-	-
State	$ -	-	-	-	-	-
Local	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous	$ -	-	-	-	-	-
Carryforward Fund Balance	$ 5,550,000	5,550,000	-	-	-	-
Total Sources	$ 6,450,000	$ 5,650,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Use (Expenses)						
Property Acquisition						
MLK Area Phase I (Dixie Hwy. to Blanche Ely Ave.)	$ 1,800,000	$ 1,800,000	$ -	$ -	$ -	$ -
MLK Area Phase II (Blanche Ely Ave. to I-95)	$ 3,000,000	3,000,000	-	-	-	-
Hunters Manor (Phase II)	$ 300,000	300,000	-	-	-	-
Property Maintenance	$ 1,050,000	250,000	200,000	200,000	200,000	200,000
Property Management	$ -	-	-	-	-	-
Miscellaneous Property Acquisition	$ 300,000	300,000	-	-	-	-
Total Uses	$ 6,450,000	$ 5,650,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000
Surplus/(Deficit)	-	-	-	-	-	-

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan

Supporting Schedule - *Consultants and Professional/Design Services* Project Listing (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Tax Increment Revenue (TIR) Allocation	$ 1,850,000	$ 450,000	$ 350,000	$ 350,000	$ 350,000	$ 350,000
Grant Programs						
Federal	$ -	-	-	-	-	-
State	$ -	-	-	-	-	-
Local	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous	$ -	-	-	-	-	-
Carryforward Fund Balance	$ -	-	-	-	-	-
Total Sources	$ 1,850,000	$ 450,000	$ 350,000	$ 350,000	$ 350,000	$ 350,000
Use (Expenses)						
Consultants and Professional/Design Services						
Demolition Services	$ 250,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
(2) Special Services/Consultants	$ 1,600,000	400,000	300,000	300,000	300,000	300,000
Total Uses	$ 1,850,000	$ 450,000	$ 350,000	$ 350,000	$ 350,000	$ 350,000
Surplus/(Deficit)	-	-	-	-	-	-

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

(2) Includes various costs related to redevelopment activities including: legal, community, and governmental relations; zoning, housing, and tax credits; financial and real estate analysis; consulting and professional services fees (e.g. design services fees); planning and permitting fees; construction design fees; etc.

Pompano Beach Community Redevelopment Agency
Northwest District
Financing and Implementation Plan
Supporting Schedule - *Other Initiatives* Project Listing (1)

	Total	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Source (Revenue)						
Tax Increment Revenue (TIR) Allocation	$ -	$ -	$ -	$ -	$ -	$ -
Grant Programs						
Federal	$ -	-	-	-	-	-
State	$ -	-	-	-	-	-
Local	$ -	-	-	-	-	-
Intergovernmental Funding	$ -	-	-	-	-	-
Land Sale(s)	$ -	-	-	-	-	-
Miscellaneous	$ -	-	-	-	-	-
Carryforward Fund Balance	$ -	-	-	-	-	-
Total Sources	$ -	$ -	$ -	$ -	$ -	$ -
Use (Expenses)						
Other Initiatives	$ -	$ -	$ -	$ -	$ -	$ -
Total Uses	$ -	$ -	$ -	$ -	$ -	$ -
Surplus/(Deficit)	-	-	-	-	-	-

Notes:

(1) Readers should refer to the accompanying Fiscal Notes as they are an integral part of the Financing and Implementation Plan.

Pompano Beach Community Redevelopment Agency

Northwest District

Financing and Implementation Plan

Supporting Schedule - Dedicated City Personnel Allocation

CITY STAFF	Proposed FY 2011	Forecasted FY 2012	Forecasted FY 2013	Forecasted FY 2014	Forecasted FY 2015
Growth Assumptions	*3.00%*	*3.00%*	*3.00%*	*3.00%*	*3.00%*
Community Development Coordinator *(100% Northwest)*					
Salary	62,069	63,931	65,849	67,824	69,859
Benefits	27,315	28,134	28,978	29,847	30,742
Special Pay	-	-	-	-	-
Subtotal	*$ 89,384*	*$ 92,065*	*$ 94,827*	*$ 97,671*	*$ 100,601*
Community Development Coordinator *(100% East)*					
Salary	69,117	71,191	73,327	75,527	77,793
Benefits	26,575	27,372	28,193	29,039	29,910
Special Pay	-	-	-	-	-
Subtotal	*$ 95,692*	*$ 98,563*	*$ 101,520*	*$ 104,566*	*$ 107,703*
Secretary II *(80% Northwest/20% East)*					
Salary	34,194	35,220	36,277	37,365	38,486
Benefits	18,351	18,902	19,469	20,053	20,655
Special Pay	-	-	-	-	-
Subtotal	*$ 52,545*	*$ 54,122*	*$ 55,746*	*$ 57,418*	*$ 59,141*
CRA Project Manager Engineer *(70% Northwest/30% East)*					
Salary	65,000	66,950	68,959	71,028	73,159
Benefits	28,791	29,655	30,545	31,461	32,405
Special Pay	-	-	-	-	-
Subtotal	*$ 93,791*	*$ 96,605*	*$ 99,504*	*$ 102,489*	*$ 105,564*
Total	$ 331,412	$ 341,355	$ 351,597	$ 362,144	$ 373,009

	Allocation				
Northwest CRA	$ 197,074	$ 202,987	$ 209,077	$ 215,347	$ 221,809
East CRA	$ 134,338	$ 138,369	$ 142,520	$ 146,797	$ 151,200
Total	$ 331,412	$ 341,356	$ 351,597	$ 362,144	$ 373,009

Notes:

In addition to the personnel detailed above, the RMA contract includes funding for a CRA Marketing Director and a Clerical Specialist.

Fiscal Notes

1. Redevelopment Area Projects funded through Tax Increment Revenue Allocations are subject to variances in the actual tax increment values (i.e. vis-à-vis the forecasted tax increment values set forth herein) as well as budgetary constraints (i.e. essential items such as debt service have legal priority in tax increment funding).

2. Redevelopment Area Project funding sources (i.e. tax increment vis-à-vis bond proceeds, etc.) may change based on market conditions and CRA priorities.

3. The Projects identified herein are funded through tax increment generated from the current tax base and forecasted new construction as well as from other revenue sources. Tax increment from development not contemplated herein will be available to supplement any deficiencies in the forecast and/or provide additional funding for redevelopment initiatives.